4.0

Traffic Circulation Element

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4.0 Traffic Circulation Element

4.1 Introduction

This Traffic Circulation Element of the Monroe County Comprehensive Plan follows the format required by Chapter 9J-5 of the Florida Administrative Code. Chapter 9J-5.007 establishes the minimum criteria for traffic circulation elements to include data, analysis, goals, objectives, and policies. Two maps, one of existing traffic circulation and one of future traffic circulation, are also required. Together with an evaluation and monitoring program, the Future Traffic Circulation Map and the goals, objectives, and policies require adoption by the Board of County Commissioners.

The inventory and analysis section of the element is intended to provide an understanding of how traffic presently circulates in Monroe County, as well as what traffic conditions and needs the County can expect in the future. Based on this information, the goals, objectives, and policies provide management tools for guiding the County's traffic circulation system toward the planning horizon of 2010.

4.2 Existing Transportation System

This section of the Traffic Circulation Element provides an inventory and analysis of Monroe County's present traffic circulation system, beginning with a look back to the origin of the Overseas Highway.

4.2.1 Historical Setting

The history of overland travel from mainland Florida to Key West includes a railroad, two highways, and at least five major construction efforts to date (Hopkins, 1986). Funding for the projects came first from the private sector, followed by local government, and most recently from the state and federal governments.

While others had envisioned a railroad from the mainland to Key West, it was Henry Flagler who transformed the dream into reality. Flagler saw Key West as the final link in his Florida East Coast Railroad, which by the turn of the century, already stretched from Jacksonville to Miami. The construction of the Overseas Railroad proved to be a massive project. It began in 1905, endured three hurricanes and the loss of 700 lives, and was finally completed in 1912. The route of the Overseas Railroad was very similar to that of present-day US Highway 1.

Shortly after the completion of the Overseas Railroad, Monroe County issued a series of roadway construction bonds beginning in 1917. The bonds financed the construction of roads and bridges connecting Stock Island to Key West, and a lengthy segment from the mainland across Card Sound to Key Largo and southwest to Lower Matecumbe Key. By 1928 the highway provided through travel from the mainland to Key West, except for a 40-mile ferry ride between Lower Matecumbe and No Name Key.

The route of this old Overseas Highway differed considerably from the present route of US 1. The original route crossed Card Sound to North Key Largo, then paralleled the railroad from Key Largo south to a ferry landing on Lower Matecumbe Key. The highway resumed on No Name Key, crossing Big Pine Key to Little Torch Key, where it continued alongside the railroad. On Sugarloaf Key the highway veered south of the railroad and followed the southern shoreline of Sugarloaf, Saddlebunch, and Boca Chica. On Stock Island the highway turned north and crossed the Cow Key Channel near the railroad crossing. Persons familiar with the Keys will recognize segments of the historic route as present-day County Road 905 in the Upper Keys, Watson Boulevard on Big Pine Key, State Road 4-A on Little Torch and Sugarloaf Keys, and County Road 941 on Boca Chica and Stock Island.

For a brief span of seven years, from 1928 to 1935, Monroe County's traffic circulation system offered two modes of travel from the mainland to Key West: Flagler's railroad and the County's highway/ferry system. However, this duality ended in 1935, when the powerful Labor Day hurricane destroyed portions of both roadbeds between Key Largo and Vaca Key.

The Overseas Railroad, which never made a profit, was abandoned after the hurricane. Using a $3.6 million federal loan from the Public Works Administration, the Overseas Road and Toll Bridge Commission bought the railroad right-of-way and began to repair and extend the roadway. To eliminate the need for ferry service, the railroad bridges between Grassy Key and Big Pine Key were converted to roadway bridges. The work was completed in 1938, and the Overseas Highway was open once again.

National security concerns during World War II led to further roadway improvements, including the replacement of old wooden bridges with concrete spans. The new road was shorter, following the railroad right-of-way from Key West to Big Pine Key and along Cross Key to bypass North Key Largo. This new Overseas Highway opened in 1944.

The most recent round of improvements resulted from a 1977 Congressional appropriation of $109 million to replace the narrow bridges, converted from the original railroad, with new, wider bridges. From 1978 to 1983, a total of 37 bridges were replaced, funded by a 70%-30% match of federal to state funds.

Today, as before, Monroe County's roadway transportation system is truly unique. Nowhere else is there a chain of islands over 100 miles long connected by 42 bridges along a single highway. Due to this unusual geography, the Harry S. Truman Blue Star Memorial Overseas Highway (US 1, SR-5), functions as an arterial, collector, and "Main Street" all rolled into one. US 1 is a lifeline for the Keys, from both economic and public safety perspectives. Each day it brings food, materials, and tourists from the mainland, upon which the Keys economy depends. For most Keys, US 1 is still the only roadway connecting one island to another.

While US 1 is the principal highway in Monroe County, it is by no means the only road. Branching off from US 1 are numerous local and collector roads serving the many subdivisions throughout the Keys. In addition to the Keys roadway system, there are also two roads serving mainland Monroe County.

4.2.2 State-Maintained Roads

Outside of state and national parks, US 1 and its Key West spur, South Roosevelt Boulevard (US A1A), are the only state-maintained roads in Monroe County.

US 1 in Monroe County is a highway of 42 bridges and predominantly two-lane design. From the Dade County line, US 1 extends southwest for approximately 112.5 miles to Fleming Street in downtown Key West. The portion of US 1 north of Key West traverses 108 miles of unincorporated Monroe County, plus a half-mile segment through the City of Layton.

This unincorporated portion of US 1 has an average posted speed limit of 49.5 mph, an average of 30% no passing, and a total of 9 traffic signals (see Table 4.1). In addition, there are 9 traffic signals which provide access onto US 1 for emergency vehicles or which are available for pedestrian actuation. The location of all 18 signals on US 1 are described in the Appendix in Table 4.23. About 28 miles of the 108.5-mile unincorporated portion have been expanded to 4 lanes, with segments located on Key Largo, Marathon, Bahia Honda, Boca Chica, and Stock Island. About 5 miles of the 2-lane portion offer a continuous center turn lane, with segments on Plantation Key, Upper Matecumbe, and Summerland Key. While the vast majority of the intersections along US 1 are unsignalized, most of the major intersections do provide turn lanes. A detailed inventory of US 1 is included in the appendix of this element (see Table 4.24).

There are 41 bridges in the unincorporated portion of US 1, with one additional bridge located within Key West (see Table 4.2). Their combined length is approximately 19 miles, or about one-sixth of the total length of US 1 in Monroe County. Most of the bridges were replaced in the late 1970's and early 1980's with federal and state funding in excess of $100 million. To this date, the vast majority of the bridges remain limited to two lanes. Only the Marvin Adams, Vaca Cut, Bahia Honda, Boca Chica, Cow Key Channel, and Salt Run bridges are widened to four lanes. Two bridges, Jewfish Creek and Snake Creek, are drawbridges. Dating back to World War II, the Jewfish Creek drawbridge is the oldest bridge on US 1 in Monroe County.

The Florida Department of Transportation is responsible for maintaining and improving State roads. The FDOT's Five Year Work Program, which is updated annually, provides a schedule of major roadway improvements. Funding for these improvements comes from fuel taxes, vehicle license fees, federal aid, and occasionally from bond sales.

There are two significant roadway improvements currently under construction on US 1 in unincorporated Monroe County:

(a) The section of US 1 from MM 90.0 to MM 91.5 is currently being widened to a four lane divided cross-section with a frontage road on the ocean side. This includes the provision for a four-lane divided bridge over Tavernier Creek.

(b) The section of US 1 from MM 82.0 to MM 83.7 is currently being widened to a three lane cross-section including a center left turn lane.

4.2.3 County-Maintained Roads

While the geography of the Keys precludes the typical roadway grid found in other developed areas of Florida, there are a significant number of local and collector roads throughout the archipelago. These secondary roads are vital to Monroe County in that they link US 1 to residential areas, thereby providing access to the nearly 50,000 platted lots in the Keys. The County maintains a total of about 450 miles of secondary roads, including 37 bridges totaling 1.6 miles in length. The County is therefore responsible for a roadway system roughly four times the length of US 1. Tables 4.3 and 4.4 provide an inventory of the county-maintained roads and bridges.

Included in these totals are CR-905 through North Key Largo and Card Sound Road (CR-905A), which provide an alternate route to the mainland. The County collects tolls at Card Sound Bridge, the longest County-maintained bridge, through an enterprise fund for the Card Sound Road and Toll District. The tolls provide operation and improvement funding for CR-905A within the district, which extends from the Dade County line to CR-905.

Mainland Monroe County consists primarily of government-owned parks and preserves, and consequently has very few roads. The only County-maintained road on the mainland is Loop Road (CR-94), a 16-mile excursion off US 41 crossing the Dade and Collier County lines.

The Monroe County Division of Public Works is responsible for maintaining and improving County roads. The Division has a Seven Year Roadway/Bicycle Path Plan, which is updated annually. Proposed roadway improvements are evaluated and prioritized based on a point system developed by the County. The primary funding sources for improvements to County roads are the constitutional and local option gas taxes. This funding is supplemented by Card Sound tolls, impact fees, right-of-way permit fees, and joint participation funding.

4.2.4 Functional Classification

Chapter 335.04 of the Florida Statutes directs the FDOT to classify all the public roads based on the character of service the roads provide. FDOT's functional classification divides roads into 3 basic categories: arterial, collector, and local. These categories are further divided into principal, major, and minor roads, and ultimately into rural and urban as well. The FDOT defines the 3 basic categories as follows:

Arterial - provides relatively continuous service with high traffic volume, long trip length, and high speed. Every U.S. numbered highway is an arterial.

Collector - provides service with moderate traffic volume, trip length, and operating speed. Collectors serve to collect and distribute traffic between local and arterial roads and provide linkage between land access and mobility needs.

Local - provides service with low traffic volume, short trip length or minimal through-traffic movements, and high land access for abutting property.

TABLE 4-1
SUMMARY DATA FOR US-1 IN MONROE COUNTY
Excluding the City of Key West

Segments	Approximate Mileage	Average Speed Limit	Average % No Passing	Traffic Signals
ALL	108.5 Total Miles (Key West City Limit to Dade County Line)	49.5	30%	9
4-LANE	5 (MM 4 - MM 9)	52	0%	2
	2 (MM 35 - MM 37)	55	0%	0
	6 (MM 48 - MM 54)	43	0%	4
	15 (MM 91.5 - MM 106.5)	46	0%	1
	28 Total Miles (26% of total)	47 mph	0%	7
2-LANE w/CTL	1 (MM 24 - MM 25)	45	100%	0
	1 (MM 81 - MM 82)	45	100%	0
	3 (MM 87 - MM 90)	45	100%	1
	5 Total Miles (5% of total)	45 mph	100%	1
2-LANE	15 (MM 9 - MM 24)	52	42%	0
	10 (MM 25 - MM 35)	47	56%	1
	11 (MM 37 - MM 48)	51	18%	0
	27 (MM 54 - MM 81)	54	29%	0
	5 (MM 82 - MM 87)	45	82%	0
	1.5 (MM 90 - MM 91.5)	45	90%	0
	6 (MM 106.5 - MM 112.5)	51	32%	0
	75.5 Total Miles (69% of total)	51 mph	38%	1

Notes: 1. CTL = center turn lane
2. Average Speed Limits reflect data from Final 1991 Segment Analysis for US-1

Sources: Monroe County Growth Management Division, 1990.
Barton-Aschman Associates, Inc., 1992.

TABLE 4.2
INVENTORY OF US-1 BRIDGES

NUMBER	NAME	KEY(S)	LENGTH (FT)	# OF LANES	REPLACEMENT COST & YEAR	ESTIMATED COST OF ADDING 2 THRU LANES**
900047	Jewfish Creek	Cross/Key Largo	225	2	N/A (1944)	$35.5
900034	Marvin Adams - NB	Key Largo	120	4	N/A (1954)	$0.2
900073	Marvin Adams - SB				N/A (1973)	
900078	Tavernier Creek	Key Largo/Plantation	320	2	$1.1 (1977)	$0.6
900077	Snake Creek	Plantation/Windley	853	2	included above	$1.7
900076	Whale Harbor	Windley/U Matecumbe	644	2	$1.1 (1977)	$1.3
900088	Tea Table Relief	U Matecumbe/Teatable	282	2	$2.7 (1977)	$0.6
900089	Tea Table Channel	Teatable/Indian	738	2	included above	$1.5
900095	Indian Key	Indian/fill	2,037	2	$12.2 (1979)	$4.0
900096	Lignum Vitae	fill/L Matecumbe	902	2	included above	$1.8
900097	Channel No. 2	L Matecumbe/Craig	1,882	2	$5.5 (1979)	$3.7
900098	Channel No. 5	Craig/Fiesta	4,924	2	$12.0 (1980)	$9.7
900094	Long Key	Long/Conch	12,135	2	$15.3 (1978)	$24.0
900099	Toms Harbor Cut	Conch/Duck	1,333	2	$7.2 (1978)	$2.6
900100	Toms Harbor	Duck/Grassy	1,519	2	included above	$3.0
900126	Vaca Cut - NB	Fat Deer/Vaca	415	4	N/A (1982)	$0.8
900124	Vaca Cut - SB					
900101	Seven Mile	Knight/Little Duck	35,720	2	$45.0 (1979)	$70.7
900103	Missouri Little Duck	Little Duck/Missouri	902	2	included below	$1.8
900104	Ohio Missouri	Missouri/Ohio	1,476	2	$10.0 (1979)	$2.9
900105	Ohio Bahia Honda	Ohio/Bahia Honda	1,107	2	included above	$2.2
900016	Bahia Honda - SB	Bahia Honda/W Summerland	6,734	4	N/A (1972)	$13.3
900045	Bahia Honda - NB					
900106	Spanish Harbor	W Summerland/Big Pine	3483	2	$6.1 (1981)	$6.9
900110	North Pine	Big Pine/fill	745	2	$7.8 (1980)	$1.5
900111	South Pine	fill/Little Torch	930	2	included above	$1.8
900113	Torch Channel	Little Torch/Middle Torch	820	2	$5.7 (1980)	$1.6
900114	Torch Ramrod	Middle Torch/Ramrod	656	2	included above	$1.3
900117	Niles Channel	Ramrod/Summerland	4,557	2	$8.9 (1980)	$9.0
900116	Kemp Channel	Summerland/Cudjoe	1,120	2	$4.4 (1980)	$2.2
900115	Bow Channel	Cudjoe/U Sugarloaf	1,490	2	$8.1 (1980)	$3.0
900112	Park Channel	U Sugarloaf/Park	820	2	included above	$1.6
900109	North Harris Channel	Park/L Sugarloaf	438	2	included below	$0.9
900108	Harris Gap Channel	Lower Sugarloaf	110	2	$6.3 (1980)	$0.2
900107	Harris Channel	L Sugarloaf/fill	439	2	included above	$0.9
900102	Lower Sugarloaf Channel	fill/Saddlebunch	1,288	2	included below	$2.6
900093	Saddlebunch No. 2	Saddlebunch	632	2	$6.1 (1978)	$1.3
900092	Saddlebunch No. 3	Saddlebunch	738	2	included above	$1.5
900091	Saddlebunch No. 4	Saddlebunch	878	2	$3.5 (1977)	$1.7
900090	Saddlebunch No. 5	Saddlebunch	878	2	included above	$1.7
900081	Shark Channel	Saddlebunch/Shark	2,070	2	$2.9 (1977)	$4.1
900080	Rockland Channel	Big Coppitt/Boca Chica	1,289	2	$12.1 (1977)	$2.6
900003	Boca Chica Channel	Boca Chica/Stock Island	2,635	4	$4.6 (1978)	$5.2
900086	Cow Key Channel	Stock Island/Key West	360	4	$0.7 (1978)	$0.7
900001	Salt Run	Key West	182	4	N/A (1954)	$0.4
		Total	100,826		Total	$235

* Replacement costs given in millions of dollars, followed by the year of the construction contract.

** Costs of adding 2 through lanes given in millions of dollars. Jewfish Creek based on specific preliminary estimate for high span design. All other estimates based on 44 ft design width @ $45 per square foot.

Source: FDOT District 6 Office, 1990.

TABLE 4.3

County-Maintained Roadway System
By Key

Key	Miles
Key Largo	121.83
Plantation Key	26.93
Windley Key	1.25
U Matecumbe Key	7.77
L Matecumbe Key	6.52
Conch Key	0.44
Duck Key	7.59
Grassy Key	9.13
Crawl Key	6.46
Fat Deer Key	0.52
Key Vaca	34.00
Boot Key	8.49
Hog Key	0.20
Knight Key	0.24
No Name Key	6.56
Big Pine Key	73.61
Little Torch Key	13.09
Ramrod Key	9.99
Middle Torch Key	5.43
Big Torch Key	12.68
Summerland Key	11.00
Cudjoe Key	20.30
Sugarloaf Key	25.23
Saddlebunch Key	2.63
Boca Chica	2.60
E Rockland Key	3.91
Geiger Key	6.14
Big Coppitt Key	7.40
Racoon Key	5.66
Stock Island	11.15
Key West	4.57
Total	453.32

Source: Monroe County Public Works Division, 1990.

TABLE 4.4
INVENTORY OF COUNTY-MAINTAINED BRIDGES

NUMBER	NAME	KEY(S)	LENGTH (FT)	LANES
904990	Card Sound	Mainland/Key Largo	2,775	2
904986	Saunder's Creek	Key Largo	100	2
904984	Mosquito Creek	Key Largo	100	2
904982	Tubby's Creek	Key Largo	100	2
904980	Steamboat Creek	Key Largo	312	2
904920	Lapoloma Road	Key Largo	63	2
904916	Ocean Bay Drive	Key Largo	18	2
904910	Bahama Drive	Duck Key	31	2
904606	Seaview Drive	Duck Key	55	2
904604	Harbor Drive	Duck Key	55	2
904603	Bimini Drive	Duck Key	42	2
904602	Duck Key Drive	Duck Key	76	2
904600	Tom's Harbor Channel	Duck Key	245	2
904540	Coco Plum Road	Fat Deer/Coco Plum	70	2
904517	117th Street	Key Vaca	33	2
904515	117th Street	Key Vaca	33	2
904512	116th Street	Key Vaca	33	2
904510	112th Street	Key Vaca	33	2
904505	Yellow Tail Road	Key Vaca	72	2
904255	Copa D'oro	Key Vaca/Boot Key	42	2
904495	25th Street	Key Vaca	75	2
904490	Boot Key (SR-931A)	Key Vaca/Boot Key	944	2
904480	Pigeon Key	Knight Key/Pigeon Key	241	2
904320	No Name Key	Big Pine Key/No Name Key	2,240	2
904310	SR-940 Leg A	Big Pine Key	28	2
904307	Fern Avenue	Big Pine Key	28	2
904305	Watson Avenue	Big Pine Key	28	2
904250	Carribean Drive	Summerland Key	24	2
904165*	Tarpon Creek	Sugarloaf Key	46	2
904160	Old SR-939	Sugarloaf Key	82	2
904155	Sugarloaf Creek	Sugarloaf Key	200	2
904153	Sugarloaf Boulevard	Sugarloaf Key	123	2
904151	Shore Drive	Sugarloaf Key	25	2
904140	Bay Point	Saddlebunch Key	25	2
904120	Similar Sound	Boca Chica	51	2
904110	Geiger Key	Geiger Key	125	2
904025	Garrison Bight	Key West	117	2
		Total	8,690 ft	

*Note: Tarpon Creek Bridge on Sugarloaf Key was destroyed by fire.
Source: Monroe County Public Works Division, 1990.

The FDOT is required by law to update the functional classification of all roads at least once every 5 years. Monroe County's classification was last updated in 1987, and is due to be updated again in 1992. However, the FDOT is presently reviewing the methodology which it uses to functionally classify roads throughout the state. Thus, the existing road classifications in Monroe County will remain until this review is complete (probably in 1993).

The following table summarizes the most recent classification of arterial and collector roads in both incorporated and unincorporated Monroe County. Note that the FDOT is responsible for maintaining all the principal arterials (both urban and rural), while the County maintains all the minor arterials and the bulk of the collectors. In addition to the summary provided by Table 4.5, the appendix of this element includes a detailed inventory of the FDOT functional classification (see Table 4.25).

Table 4.5
Summary of FDOT Functional Classification

Class	Key West	Key Colony Beach	Monroe County	FDOT	Total
U-PA	0.000	0.000	0.000	36.665	36.665
U-mA	0.000	0.000	4.597	0.000	4.597
U-C	12.782	1.900	15.397	0.000	30.079
R-PA	0.000	0.000	0.000	77.306	77.306
R-MC	0.000	0.000	23.000	0.000	23.000
R-mC	0.000	0.000	42.307	0.000	42.307

Notes:
U-PA = Urban Principal Arterial
U-mA = Urban Minor Arterial
U-C = Urban Collector
R-PA = Rural Principal Arterial
R-MC = Rural Major Collector
R-mC = Rural Minor Collector
All values given in miles.

Source: FDOT District 6 Office, 1990.

4.2.5 Constrained Facilities

The FDOT District 6 Office is currently preparing a district-wide corridor master plan (Schimpeler-Corradino, 1989). A major component of the plan is the identification of roadways which, due to physical or policy considerations, are constrained from further expansion. Phase I of the plan was

completed in September 1989, and includes a broad-brush analysis of the constrained segments of US 1. The plan defines physical and policy constraints as follows:

Physical - The roadway is constrained because of the high cost for acquiring already-developed right-of-way for the needed widening. Built-out roadways (those at their practical limitations) are also placed in this category.

Policy - The roadway is constrained because of environmental policies that state that certain impacts are not acceptable, regardless of transportation needs and funding. These include impacts on man-made conditions as well as the natural environment. Some roadway widening could be incompatible with comprehensive land use policies. In other policy examples, the corridor's sociological structure may be destroyed or a historically significant area could be compromised. Legislated and/or administrative restrictions on widening also fall in this category."

The broad-brush analysis of Phase I will be refined in Phase II of the FDOT plan. However, at this time, Phase I provides the best available data. As summarized below, Phase I identifies the majority of US 1 in Monroe County as policy constrained (Watts, 1990).

Policy Constrained:

(a) Dade County Line (MM 112) to Key Largo (MM 106);
(b) Tavernier (MM 92) to Vaca Key (MM 50); and
(c) Knight Key (MM 47) to Boca Chica (MM 7)

Total of 88 miles

Physically Constrained:

(a) A1A intersection (MM 4) to Eisenhower Dr (MM 1).

Total of 4 miles

The road segments designated as policy constrained are not necessarily precluded from further expansion. Rather, the designation means improvements in these areas must be sensitive to policy considerations. In Monroe County, the primary policy consideration will be impacts on the natural environment.

4.2.6 Alternative Transportation Modes

Alternatives to roadway travel by automobile currently available to Monroe County residents include limited public transit, air transportation, water transportation, and non-motorized travel.

A. Public Transit

At present, there is no large-scale public transit in unincorporated Monroe County. The only public transit available in the Keys is the bus service operated by the Key West Port and Transit Authority (PATA). The PATA "Conch Loop" runs from downtown Key West to Stock Island.

B. Air Transportation

Air transportation provides a viable alternative to highway travel for trips into or out of the County, particularly for business or tourist travel. There are presently two County airports serving major commercial airlines, as well as four privately-owned, community airports.

Key West International Airport is by far the busiest airport in the County, serving 300,000 passengers in 1989. The 4,800 foot runway is capable of handling propeller aircraft, as well as F-28, 737, and B-727-100 jets.

Marathon Airport served 21,000 passengers in 1989, or less than one-tenth the volume of Key West International. While the Marathon runway is actually longer than Key West's, the runway layout is not suitable for 737 and B-727-100 jets. Consequently, Marathon's air traffic is limited to propeller aircraft and jets no larger than an F-28.

In addition to these County airports, there are also privately-owned airports located in North Key Largo (Ocean Reef Club), Tavernier, Summerland Key, and Sugarloaf Key. With a paved runway of 4,000 feet, the Ocean Reef facility is the largest in the group. The other airports offer considerably shorter runways of 2,600 feet on Sugarloaf Key, 2,150 feet on Summerland Key and 1,800 feet in Tavernier.

C. Water Transportation

The only non-military port facilities in Monroe County consist of the cruise ports located at Mallory Dock and Pier B in Key West. Cruise ships provide a viable alternative mode of travel for tourists visiting the Keys. The Key West Port and Transit Authority (PATA) oversees the operation of the cruise port, which 219 vessels are expected to visit in 1990. Key West is a port of call, rather than a home port.

D. Non-motorized Transportation

Other alternative modes of transportation in Monroe County include non-motorized facilities, such as bicycle and pedestrian ways. There are approximately 40 miles of off-road bicycle paths within Monroe County adjacent to US 1. These facilities also accommodate pedestrian traffic linking residential areas, places of work, schools, shopping areas, and parks. The roadway facilities inventory of US 1 in the appendix of this element identifies segments of US 1 that provide bicycle paths. In addition to off-road paths, most of US 1 provides adequate shoulder widths to serve as a shared bicycle roadway.

4.2.7 Existing Traffic Circulation Map Discussion

As required by Chapter 9J-5, F.A.C., the Existing Traffic Circulation Map for Monroe County shows the location and number of lanes for each collector and arterial road (see Map 4.1 in the Map Document). The map identifies the county collectors and arterials (US 1) in the unincorporated portion of Monroe County as defined by FDOT's 1987 functional classification. For each road, the number of lanes, the functional classification, and the roadway name or number is specified.

The map includes all airports within the County, including Ocean Reef Airport, Marathon Airport, the U.S. Naval Air Station, and the Key West International Airport. Monroe County has no limited access facilities, rail lines, or high speed rail lines.

4.3 Existing Traffic Conditions

4.3.1 Existing Traffic Volumes

Data sources for traffic counts on US 1 include the FDOT, the US 1 Roadway Capacity Analysis prepared for Monroe County by Post, Buckley, Schuh, and Jernigan (1990), and the counts taken by various consultants during the review of proposed development projects. Additional count data was obtained for roads other than US 1 in conjunction with this Comprehensive Plan Update. Presently, Monroe County has no traffic count program of its own.

The FDOT operates two permanent counters on US 1 in Monroe County. Station #164 is located 200 feet south of County Road 905 on Key Largo, near mile marker 106. At the other end of the Keys, station #165 is located 200 feet east of the Cow Key Channel Bridge on Stock Island. By collecting data continuously, these counters provide important information on seasonal variations, peaking characteristics, and directional distributions of traffic flow throughout the year.

In addition to the data from permanent counters, the FDOT periodically samples traffic volumes at 26 locations in unincorporated Monroe County, including 6 roads other than US 1. These periodic samples are adjusted to give a count of annual average daily trips (AADT). The FDOT also provides AADT data for the two permanent counter locations, as well as for 24 locations in Key West.

Table 4.6 summarizes the historical AADT data at each of the FDOT count stations along US 1, from 1985 to 1990. County-wide traffic volumes in 1990 varied between 8,200 on (Knight Key) and 34,800 on (Stock Island). Table 4.7 summarizes 1991 ADT data for 28 other roads in unincorporated Monroe County. These daily volumes range from 378 on East Shore Drive (Summerland Key) to 10,206 on McDonald/Maloney Avenue (Stock Island).

4.3.2 Traffic Patterns By Season and Location

Studies show that the character of traffic movements in the Keys varies considerably by location, season, day of the week, and time of day. Data from the FDOT permanent counters on Key Largo and Stock Island indicate that March is the peak month and October is the low month for traffic at both ends of the Keys. Both stations report March counts of 4,000 to 4,500 average daily trips (ADT) above the yearly average and October counts about 2,800 ADT below the yearly average.

On Key Largo, peak season fluctuations are more extreme on a percentage basis. At this location, March traffic is 20% greater than the annual average, and October traffic is 14% less than the annual average. On Stock Island the same months are 13% above and 8% below the annual average. Figure 4.1 illustrates the seasonal variation at both locations. Consult Figures 4.5 through 4.13 in the appendix for graphs of counts taken at those locations outlined below.

TABLE 4.6
AVERAGE ANNUAL DAILY TRIPS (AADT) FOR US-1
1985 - 1990

FDOT STATION	MILE MARKER	KEY	1985	1986	1987	1988	1989	1990
1	107.5	Cross	10,546	13,100	15,346	13,039	13,105	13,471
R-164	106	Key Largo	-	15,273	18,714	18,710	19,409	19,986
94	103.5	Key Largo	22,249	26,088*	17,970	21,482	21,901	26,564
64	100	Key Largo	16,119	19,543	22,187	19,971	27,384*	23,059
62	92.5	Tavernier	17,141	-	25,662*	19,416	20,477	21,568
102	91	Plantation	17,578	21,270	21,993	24,441	21,127	22,576
101	86	Plantation	12,601	15,609	16,618	18,648	15,975	16,446
43	77.5	Tea Table	8,252	-	11,486*	9,765	9,418	10,115
65	72	Craig	6,783	8,230	8,441	7,635	7,124	8,396
111	61	Duck	5,150*	8,428	9,003	8,935	8,157	9,597
45	53	Marathon	15,948	17,706	-	17,345	20,646	21,177
110	50.5	Marathon	18,979	18,668	18,604	19,318	21,162	20,038
66	47	Knight	6,390	7,853	10,310*	8,499	8,343	8,269
16	30.5	Big Pine	7,031*	-	10,939	12,556	13,902	15,622
109	29.5	Big Pine	9,504	11,404	9,557*	11,948	12,987	13,998
108	23.5	Summerland	8,426	-	11,400	10,346	11,485	10,174
107	16.5	Sugarloaf	8,051	-	-	10,392	11,388	12,878
106	12	Saddlebunch	8,748	10,542	9,167*	11,041	12,250	13,471
10	10	Big Coppitt	12,904	13,679	10,352*	15,856	16,937	17,595
9	6.5	Boca Chica	18,037	18,058	19,748	19,996	21,847	22,878
R-165	4	Stock Island	-	29,594	31,075	33,442	34,032	34,846

Source: FDOT District 6 Office, 1991

Note: * This count does not fit the regression line, it may be a bad count or an extraordinary circumstance which occurred.

TABLE 4.7
COLLECTOR ROAD VOLUMES AND LEVELS OF SERVICE

Nearest U.S. 1 Mile Marker	Key	Roadway Name	County Road Number	Roadway Segment	Existing ADT	Level of Service
4	Stock Island	Cross Street	--	U.S. 1 to 12th Avenue	6,720	C
5	Stock Island	5th Street	--	McDonald Ave. to Cow Key	1,318	C
5	Stock Island	McDonald Ave./Maloney	CR941	Peninsular Ave. to US 1	10,206	D
6	Raccoon	Key Haven Road	--	US 1 to Floral Ave.	N/A	N/A
10	Big Coppit	Fourth Street	--	US 1 to Florida Bay	2,230	C
11	Boca Chica/Geiger	Boca Chica Road	CR941	US 1 to Boundary Lane	2,400	C
17	Lower Sugarloaf	Sugarloaf Boulevard	CR939	US 1 to Atlantic Ocean	N/A	N/A
21	Cudjoe	Blimp Road	--	US 1 to Kemp Channel	N/A	N/A
21	Cudjoe	Drost Drive	--	US 1 to 9th Avenue	968	C
23	Cudjoe	Spanish Main Drive	--	US 1 to Puertobello Drive	1,964	C
24	Summerland	East Caribbean Drive	--	US 1 to Channel	N/A	N/A
25	Summerland	West Shore Drive	CR924	US 1 to Atlantic Ocean	1,414	C
25	Summerland	East Shore Drive	CR942	US 1 to West Shore Drive	378	C
27	Ramrod	Trinidad Rd./W. Indies	--	US 1 to Newfound Harbor	N/A	N/A
28	Little Torch	Pirates Road	--	US 1 to Jolly Roger	1,659	C
28	Little Torch	Barry Avenue	--	US 1 to Pine Channel	1,344	C
28	Middle Torch	Middle Torch Road	--	US 1 to Big Torch Key Road	N/A	N/A
28	Little Torch	Little Torch Key Road	--	US 1 to Lobster Tail Road	N/A	N/A
30	Big Pine	Newfound Boulevard	CR940	US 1 to Newfound Channel	777	C

TABLE 4.7 (Continued)
COLLECTOR ROAD VOLUMES AND LEVELS OF SERVICE

Nearest U.S. 1 Mile Marker	Key	Roadway Name	County Road Number	Roadway Segment	Existing ADT	Level of Service
30	Big Pine	Key Deer Boulevard	CR940	US 1 to Big Spanish Channel	5,473	C
30	Big Pine	Ships Way	--	US 1 to Harbor Lights Road	1,451	C
31	Big Pine	Wilder Road	--	US 1 to South Street	3,702	C
31	Big Pine	Watson Boulevard	CR940	Channel to Avenue B	1,200	C
---	Big Pine	Lytton's Way/Hibiscus	--	1st Street to Ships Way	N/A	N/A
---	Big Pine	Matthews Road	CR940	Avenue B to Granada Avenue	500	C
---	Big Pine	Avenue B	CR940	Matthews Rd. to South Street	1,806	C
50	Vaca	Sombero Beach Road	CR931	US 1 to Corte Rd./Sister Creek	4,100	C
51	Vaca	Aviation Boulevard	--	US 1 to 109th Street	N/A	N/A
53	Vaca	107th Street	--	US 1 to Aviation Boulevard	N/A	N/A
53	Vaca	109th Street	--	US 1 to Florida Bay	2,310	C
54	Fat Deer	Coco Plum Drive	--	US 1 to Hawk Channel	N/A	N/A
61	Duck	Duck Key/Bimini	--	US 1 to Toms Harbor Cut	N/A	N/A
86	Plantation	Venetian Boulevard	--	US 1 to Bay View Isle	1,494	C
89	Plantation	Seminole Boulevard	--	US 1 to Cotton Key Basin	1,766	C

TABLE 4.7 (Continued)
COLLECTOR ROAD VOLUMES AND LEVELS OF SERVICE

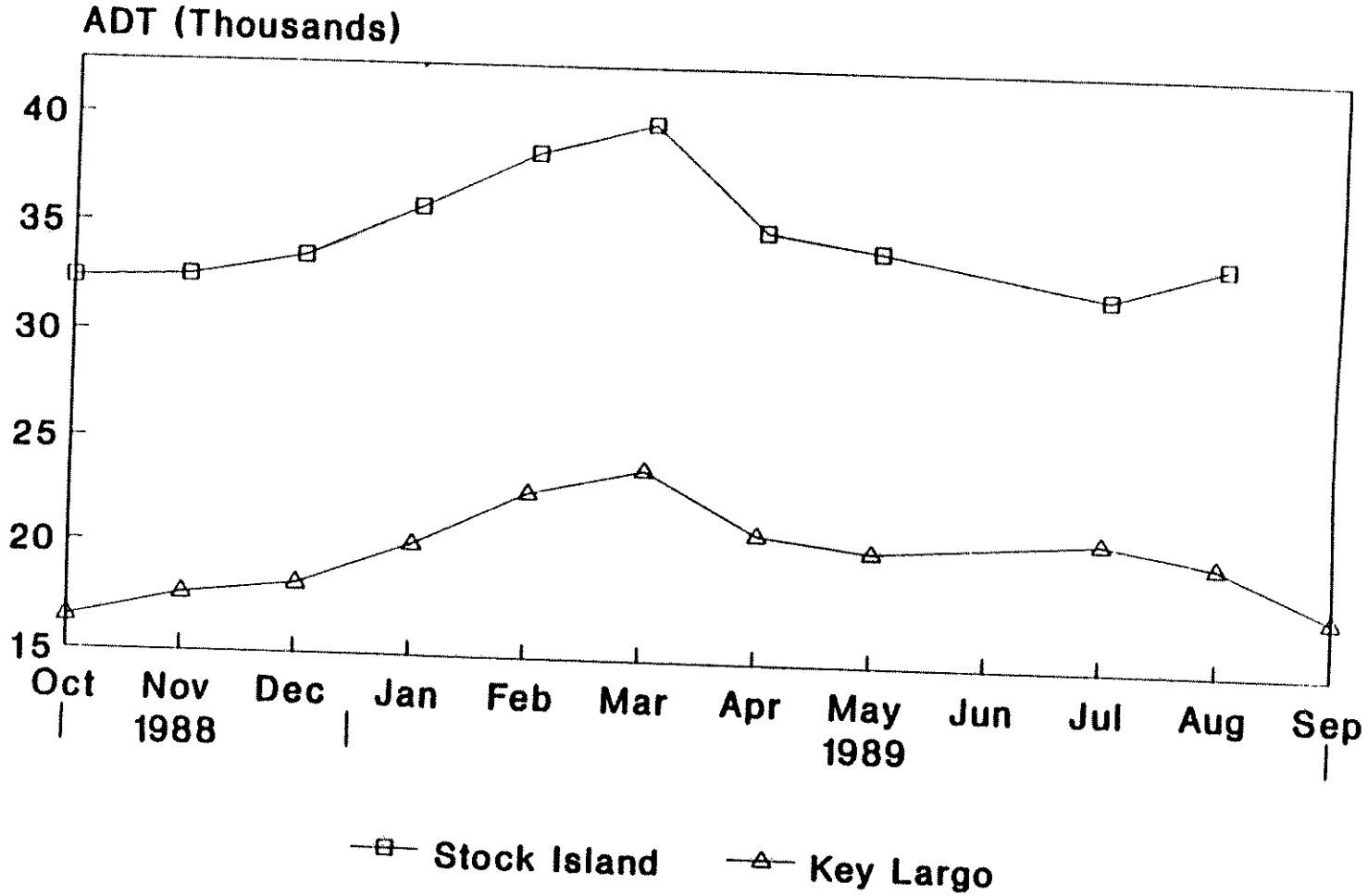
Nearest U.S. 1 Mile Marker	Key	Roadway Name	County Road Number	Roadway Segment	Existing ADT	Level of Service
90	Plantation	Woods Avenue	--	US 1 to Lake	932	C
90	Plantation	Royal Poinciana Blvd.	--	US 1 to Bougainvillea	1,808	C
91	Plantation	Sunshine Boulevard	--	US 1 to Harbor Lane	N/A	N/A
93	Key Largo	Burton Drive	--	US 1 to Planter Drive	3,356	C
99	Key Largo	Ocean Bay Drive	--	US 1 to Atlantic Ocean	N/A	N/A
100	Key Largo	Atlantic Boulevard	--	US 1 to Caribbean Drive	2,654	C
106	Key Largo	---	CR905	US 1 to 0.32 mi N of Jct US 1	2,446	C
---	Key Largo	---	CR905	0.32 mi N of US 1 to Ocean Reef Club	2,446	C
---	Key Largo	Card Sound Road	CR905A	CR905 to Dade County Line	N/A	N/A
---	Mainland	Loop Road	--	Dade County Line Collier County Line	N/A	N/A

Source of Existing ADTs: Barton-Aschman Associates, Inc., 1991.

Note: LOS "D" Capacity values are taken from FDOT Generalized Tables, 1988. Maximum Volume is 11,600 vehicles in Urban Areas (Key West/Stock Island and Marathon) for MM 0 - MM5 and MM 47 - MM 53. LOS "D" Capacity (Maximum Volume) is 9,500 vehicles in other Areas (considered to be Rural /Develoved).

Figure 4.1

US-1 AVERAGE COUNTS BY MONTH
STOCK ISLAND AND KEY LARGO



Source: FDOT Stations #164 and #165.

Key Largo data indicates that while March is the peak month, high weekend counts continue from February through August. A weekly profile indicates that Sunday is typically the peak day of the week, followed by Saturday, and then the weekdays. The peak period on Sunday is spread over six hours (11 AM to 5 PM) and exhibits a flow predominantly in the northbound direction.

Plantation Key shows a weekly profile similar to that on Key Largo, but with somewhat lower volumes.

Lower Matecumbe data shows a weekly profile similar to that on Key Largo, but with significantly lower volumes.

Marathon data for seven consecutive days is presently unavailable. Counts taken on Fridays and Saturdays do not establish either day as having routinely higher volumes.

Big Pine Key exhibits a Saturday morning peak (11 AM) resulting from the influence of a nearby flea market. The variation between weekday volumes is markedly less than that observed in the Upper Keys and is indicative of commuting movements to workplaces and schools. Counts taken in the developed area (MM 30) are noticeably higher than those taken in the undeveloped portion (MM 32).

Sugarloaf Key data clearly shows typical weekday commuting patterns, with the peak period occurring late in the afternoon (4-6 PM). Traffic volumes are lower than those recorded on Big Pine Key.

Stock Island exhibits a classic urban commuting pattern, with the peak counts on weekday mornings virtually identical to one another. Here the weekly profile is reversed from that on Key Largo, with the highest volumes occurring on the weekdays, followed by Saturday and Sunday, respectively. Like Key Largo, Stock Island experiences a peak season during March. However, in contrast to the variation on Key Largo, March is clearly the peak month for each day of the week on Stock Island.

4.3.3 Existing Levels of Service

In order to assess the adequacy of a roadway, it is necessary to estimate the quality of service which the roadway provides to motorists. To accomplish this, capacity analysis is used to estimate the traffic-carrying ability of roadways over a range of operational conditions. These operational conditions are referred to as levels of service (LOS).

Rule 9J-5.003(45) of the Florida Administrative Code provides a generic definition of the level of service (LOS) of any facility as "an indicator of the extent or degree of service." The 1985 Highway Capacity Manual defines traffic-related LOS as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers." Roadway LOS is "graded" as one of six categories, ranging from A (the best) to F (the worst). Each category represents a degree of speed, freedom to maneuver, traffic interruption, comfort and convenience, and safety.

A. LOS Standard

In February, 1991 the Monroe County Commission adopted a policy to raise the LOS standard for US 1 from LOS D to the FDOT standard of LOS C. All other roads will continue to have a LOS D standard.

A final methodology for determining existing levels of congestion and reserve capacity on US 1 in Monroe County was developed in 1991 by a cooperative effort among staff from Monroe County, the Florida Department of Transportation, the Department of Community Affairs, and the county's consultant. The methodology corresponding and analysis results based on it, were documented in a report titled, **US 1 Level of Service Task Force Summary of Final Recommendations (June 21, 1991)**. This methodology was originally developed as an interim procedure on January 17, 1991. This procedure was revised in the Spring of 1991 and subsequently adopted in final form by the County Commission on August 6, 1991. The method for determining congestion and reserve capacity was based on existing measured travel speeds for 24 segments of US 1. A reserve capacity for each segment of the facility and the number of dwelling units that could be developed based on this reserve capacity were also documented.

This methodology was endorsed as to its technical validity during an independent assessment which was conducted as a part of the Comprehensive Plan Update process. There are two reasons which justify its application for US 1 capacity analysis in the Comprehensive Plan Update:

(a) The methodology is based on a comparison of measured travel speeds against speed limits during peak season conditions, which responds to driver perception of congestion and delay in uninterrupted flow conditions.

(b) The methodology provides a direct method for estimating the impact of future development on US 1 using Level of Service C.

The basis of the technique starts with the measurement of average speed for 24 segments of US 1 beginning approximately at MM 4 on Stock Island and ending in Florida City in Dade County. The median non-directional travel speeds recorded during the peak six-week portion of 1991 were determined by driving the entire length of the Keys during midday periods when traffic counts indicated that the peak traffic volume flows most typically occurred. The median measured travel speed was then compared against the average posted speed for each segment. On Big Pine, Plantation, and Key Largo, adjustments were made for the presence of signalized intersections. These adjusted median travel speeds were then compared against Level of Service C speed criteria to determine reserve speed for each segment.

The Level of Service C speed criteria were set at a threshold value of 22 mph for interrupted segments (only occurring in Marathon and on Stock Island) and a threshold value of 4.5 mph below the posted speed limit on segments where uninterrupted flow was assumed. A reserve speed (in mph) and level of service were then determined based on a comparison between measured median travel speed and the level of service speed criteria. A volume-to-speed conversion per one mile per hour was then calculated using the FDOT level of service software and assumed K, D, and PHF values. This conversion was used to determine the maximum number of reserve trips which could be added to each segment of US 1 within the Level of Service C speed threshold. The overall

maximum reserve capacity for the entire length of US 1 was calculated to be 50,077 trips per day. From this, an overall reserve for residential development of 7,825 dwelling units was calculated based on residential trip generation rates and an assumption as to what portion of residential trips would travel on US 1. The technique allows for various allocations of these total reserve trips and dwelling units among the 24 segments of US 1.

This speed-based methodology for determining reserve capacity on US 1 takes into account the impact of non-residential development by allocating trips produced (generated) and attracted by new development onto US 1. Residential land uses generate trips, while non-residential land uses attract trips. The methodology uses residential development (in dwelling units) as a surrogate to account for trip attractions as well as trip productions. Consistent with this methodology, Policy 101.3.3 in the Policy Document limits the amount of future non-residential development to maintain a balance between residential and non-residential growth.

Consistent with Monroe County Annual Assessment of Public Facility Capacity reports, the technique described by the FDOT Level of Service Generalized Tables will be used for the analysis of collector roadways.

B. LOS Measurement

The speed-based level of service methodology for US 1 allows for various allocations of reserve trips and dwelling units among the 24 segments of US 1. Table 4.8 titled, "Final 1991 Segment Analysis" is taken from the US 1 Level of Service Task Force Summary of Final Recommendations (June 21, 1991). The column headed "Sample Allocation" for both vehicle trips and dwelling units identifies the overall reserve capacity throughout Monroe County by segment. That table also indicates existing facility deficiencies for Segment No. 19 (Upper Matecumbe Key). Segment No. 18 (Tea Table Key) and Segment No. 10 (Big Pine Key) are close to the limit for development as indicated by the 0.1 mph and 0.0 mph reserve speeds, respectively.

If traditional roadway capacity analysis techniques were applied, the sections with little or no reserve capacity would have their deficiencies corrected primarily by the widening of US 1. However, the speed-based methodology does not necessarily depend on the provision of additional lanes to correct the capacity deficiency. Since median travel speeds determine the level of congestion, Transportation Systems Management (TSM) techniques may be as effective as roadway widening in increasing median travel speeds and thereby increasing reserve capacity.

TSM techniques include the provision for adequately spaced driveways, minimizing the number of median openings on divided roadway sections, eliminating unwarranted traffic signals, and providing turn lanes to separate through traffic from turning movements thereby facilitating traffic flow.

The analysis of Levels of Service for the collector road system is summarized on Table 4.7. Existing daily traffic counts are provided for 28 of these roadways. All of these roadways provide two lane cross-sections for moving traffic. For the portions of Monroe County which are designated as Urban Areas (on Key West/Stock Island and on Marathon), a Level of Service D capacity of 11,600 vehicles is specified in the generalized Daily Level of Service Maximum Volume table. For all remaining areas (considered to be Rural/Developed by FDOT), a Level of Service D capacity of

Table 4.8 Final 1991 Segment Analysis

SEGMENT	LENGTH (miles)	FACILITY TYPE	POSTED SPEED Limits (mph)	POSTED SPEED Average (mph)	LOS C CRITERIA (mph)	ADJUSTMENT FOR SIGNAL (mph)	MEDIAN TRAVEL SPEED (mph)	LOS	RESERVE SPEED (mph)	MAXIMUM RESERVE VOLUME (trips)	MAXIMUM RESERVE VOLUME (du)	SAMPLE ALLOCATION (trips)	SAMPLE ALLOCATION (du)	FIVE PERCENT ALLOCATION (trips)	FIVE PERCENT ALLOCATION (du)
Stock Island	1.150	4-L/I	30/35/45	38.0	22.0	N/A	35.8	A	13.8	11,769	1,839	5,659	884	N/A	N/A
Boca Chica	3.977	4-L/U	55	55.0	50.5	N/A	56.6	A	6.1	4,017	628	1,932	302	N/A	N/A
Big Coppitt	1.538	2-L/U	55/45	50.0	45.5	N/A	48.7	B	3.2	815	127	392	61	N/A	N/A
Saddlebunch	5.899	2-L/U	55	55.0	50.5	N/A	52.2	C	1.7	1,661	260	799	125	N/A	N/A
Sugarloaf	4.052	2-L/U	45/55	53.0	48.5	N/A	51.1	C	2.6	1,745	273	839	131	N/A	N/A
Cudjoe	2.600	2-L/U	45	45.0	40.5	N/A	43.2	C	2.7	1,163	182	559	87	N/A	N/A
Summerland	2.268	2-L/U	45	45.0	40.5	N/A	46.5	A	6.0	2,253	352	1,084	169	N/A	N/A
Ramrod	2.352	2-L/U	45	45.0	40.5	N/A	48.2	A	7.7	2,999	469	1,442	225	N/A	N/A
Torch	2.092	2-L/U	45	45.0	40.5	N/A	46.6	A	6.1	2,113	330	1,016	159	N/A	N/A
Big Pine	3.483	2-L/U	45	45.0	40.5	1.9	38.6	C	0.0	0	0	0	0	1,168	182
Bahia Honda	7.191	2-L/U (70%) 4-L/U (30%)	45/55	53.7	49.1	N/A	53.6	B	4.4	5,268	823	2,533	396	N/A	N/A
7-Mile Bridge	6.943	2-L/U	50	50.0	45.5	N/A	53.0	A	7.5	8,623	1,347	4,147	648	N/A	N/A
Marathon	7.427	2-L/I (13%) 4-L/I (87%)	45/40/ 45/40	43.0	22.0	N/A	40.5	A	18.5	22,753	3,555	10,941	1,710	N/A	N/A
Grassy	6.543	2-L/U	45/55	54.0	49.5	N/A	53.5	B	4.0	4,334	677	2,084	326	N/A	N/A
Duck	2.703	2-L/U	55	55.0	50.5	N/A	54.6	B	4.1	1,835	287	882	138	N/A	N/A
Long	10.073	2-L/U	55/45/55	54.0	49.5	N/A	51.9	C	2.4	4,003	625	1,925	301	N/A	N/A
L Matecumbe	4.573	2-L/U	55	55.0	50.5	N/A	51.3	C	0.8	606	95	291	46	N/A	N/A
Tea Table	2.277	2-L/U	55	55.0	50.5	N/A	50.6	C	0.1	38	6	18	3	N/A	N/A
U Matecumbe	4.204	2-L/U	45	45.0	40.5	N/A	39.3	D	-1.2	0	0	0	0	1,368	214
Windley	1.903	2-L/U	45	45.0	40.5	N/A	43.0	C	2.5	788	123	379	59	N/A	N/A
Plantation	5.870	2-L/U	45	45.0	40.5	1.2	40.7	C	1.4	1,361	213	654	102	N/A	N/A
Tavernier	8.210	4-L/U	45/50	46.8	42.2	0.6	49.8	A	8.1	11,056	1,728	5,316	831	N/A	N/A
Key Largo	6.979	4-L/U	45/50	45.0	40.5	0.7	48.1	A	8.3	9,592	1,499	4,613	721	N/A	N/A
Cross	6.331	2-L/U	45/55	50.9	46.4	N/A	51.5	B	5.1	5,347	835	2,571	402	N/A	N/A
Overall	110.638			49.5	45.0	N/A	47.7	C	2.7	50,077	7,825	50,077	7,825	N/A	N/A

NOTES: 1. N/A = not applicable

Facility types: 2-L/I = two lanes, interrupted flow
2-L/U = two lanes, uninterrupted flow
4-L/I = four lanes, interrupted flow
4-L/U = four lanes, uninterrupted flow

2. The combined impacts of development permitted in all segments must not exceed the overall constraint of 50,077 trips. Therefore the maximum reserve volume identified will be unobtainable in many cases.
3. Reserve volume and dwelling units for the Stock Island segment are based on a segment length that includes Key West (5.15 miles).
4. The sample allocation provides an illustration of how the overall reserve volume could be allocated among segments using the criteria of segment reserve speed and segment length.
5. The five percent allocation applies only to those segments with zero or negative reserve speeds. The allocation identified is based on the FDOT policy to allow no more than a 5% decrease in travel speed.

9,500 vehicles is used. Average Daily Traffic Volumes on these collector roadways vary between 378 and 6,720 vehicles, except for McDonald Avenue on Stock Island, which has a daily volume of 10,206. Thus, all of these collector roadways meet or exceed the current Level of Service D Standard.

4.3.4 Origin and Destination Characteristics

Origin and destination studies provide a sample "cross-section" of traffic movements, providing information about who the travelers are, how long their trips are, where their trips begin and end, and their purpose for making the journey. In Monroe County, the best available data of this type comes from a survey conducted along US 1 in March and April of 1985 (Barton-Aschman Associates, Inc., 1985). The data was analyzed several years later (Post, Buckley, Schuh & Jernigan, Inc., 1990).

The surveys were conducted at four points: one of the most developed areas of the unincorporated county (Stock Island), two less-developed areas (Summerland and Plantation Keys), and a state park located in a largely undeveloped area (Bahia Honda). Table 4.9 and Figures 4.2 and 4.3 summarize some of the study findings regarding user profile and trip length.

Table 4.9
US 1 Origin and Destination Survey Results

	Plantation Key	Bahia Honda	Summerland Key	Stock Island	All Surveys
Usable Surveys	1,557	1,084	509	986	4,136
User Profile					
Permanent	69%	45%	65%	78%	65%
Tourists	22%	44%	22%	15%	25%
Seasonal	8%	9%	13%	4%	8%
Other	2%	2%	0%	3%	2%
All Users	100%	100%	100%	100%	100%
Average Trip Length (miles)					
	19	34	21	10	21
Permanent	34	47	46	38	40
Tourists	18	32	24	16	22
Seasonal	17	57	N/A	22	27
Other	22	40	27	15	26
All Users					

Sources: Barton-Aschman Associates, Inc., 1985.
Post, Buckley, Schuh & Jernigan, Inc., 1990.

The user profile findings challenge the commonly-held belief that tourists are responsible for the majority of the congestion on US 1. Overall, tourists made up about one-quarter of the survey respondents, ranging from a high of 44% near the state park to a low of 15% on Stock Island. While these figures identify tourists as a significant component of the traffic stream, permanent residents were the largest user group at each of the locations surveyed. Considering the surveys were conducted during the tourist season, these findings suggest that the tourist composition of US 1 traffic may be even lower during other times of the year.

The study reveals an average, all-purpose trip length of 26 miles, or roughly five times the national average (USDOT, 1978). These long trips can be attributed to the linear geography of the Keys and the presence of Key West, a major origin and destination, at the end of the island chain. The study design, or specifically the location of the survey points relative to developed areas, will influence the measurement of trip length. One would expect shorter trips within more developed areas, since these areas provide more self-contained origins and destinations. The data shown above supports an inverse relationship between development and trip length. Traffic surveyed at Bahia Honda has an average trip length more than twice as long as that measured on Stock Island.

4.3.5 Accidents

A. Traffic

The FDOT Safety Office is the primary source for data on traffic accidents. The consulting firm Post, Buckley, Schuh, and Jernigan, Inc. (PBSJ) has prepared a summary of traffic accident data for Monroe County, titled, Summary Analysis US 1 Traffic Accidents, Key West to Florida City, 1984-1988 (1989).

The PBSJ, Inc. study identifies the following segments of US 1 as areas where vehicular accidents and/or fatalities are increasing:

(a) Dade County line to Key Largo (MM 112-106);

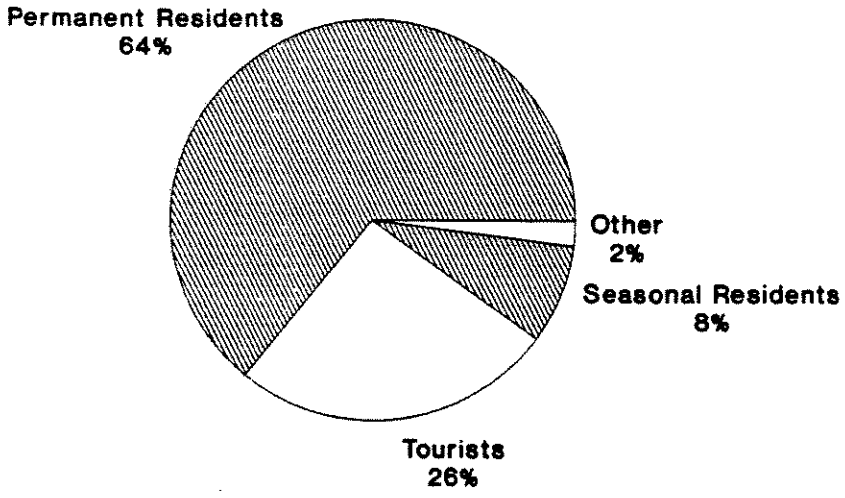
(b) Tavernier to Lower Matecumbe (MM 91-73);

(c) Lower Matecumbe Key to Duck Key (MM 73-61); and

(d) Big Pine Key to Big Coppitt Key (MM 31-10)

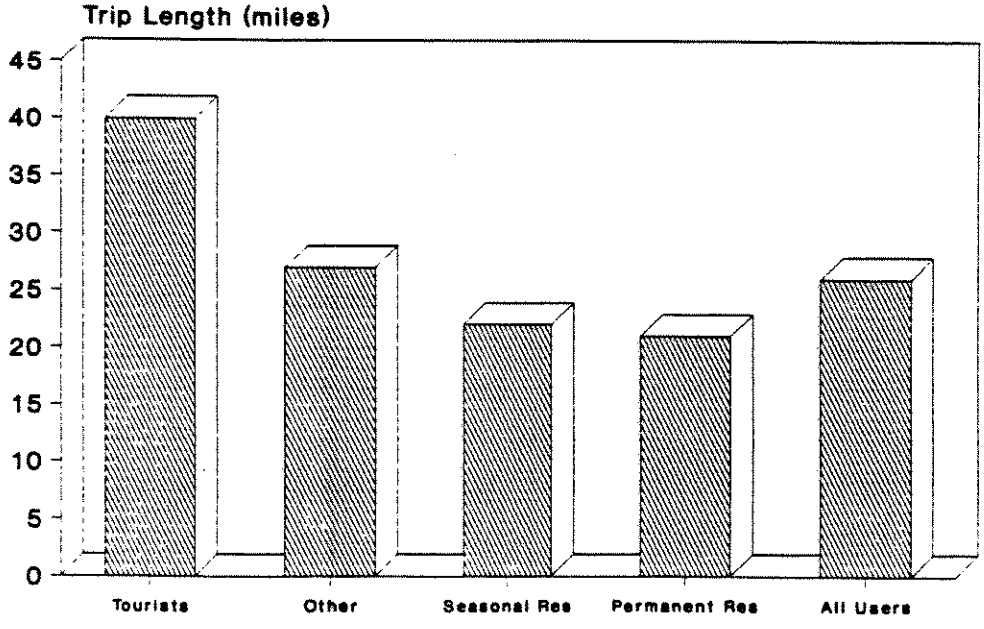
Accident severity is also a concern in these areas. The study indicates that from 1984 to 1988, these segments accounted for less than 40% of all the accidents on US 1, but more than 50% of the all economic losses, injuries, and fatalities (see Figure 4.4). All of the above roadway segments are limited to two through lanes of traffic.

Figure 4.2
US-1 USER PROFILE
MARCH - APRIL, 1985

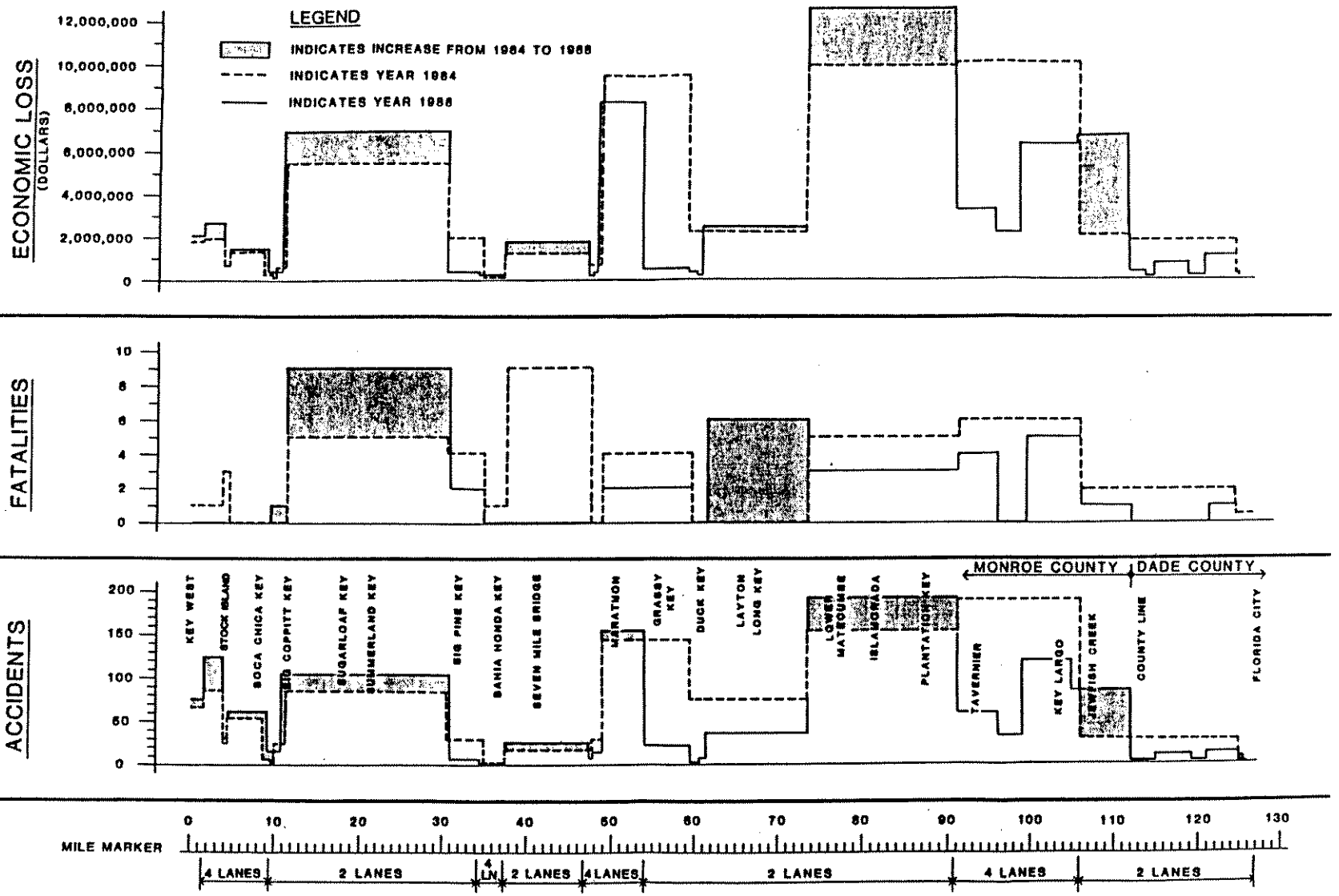


Source: PBSJ, 1990.

Figure 4.3
US-1 AVERAGE TRIP LENGTHS
MARCH - APRIL, 1985



Source: PBSJ, 1990.



Accident Data Comparison for Years 1984 & 1988

Source: PBS&J Inc. Summary Analysis, U.S. 1 Traffic Accidents Key West to Florida City, 1984 through 1988, November 1989.

Monroe County Comprehensive Plan

MONROE COUNTY, FLORIDA

Figure 4.4

B. Bicyclists and Pedestrians

Data on fatalities and injuries of both bicyclists and pedestrians from 1986 to 1988 has been obtained from the FDOT. Bicyclist injuries far exceeded injuries to pedestrians during this period, yet pedestrian fatalities were higher than those of bicyclists. In most cases, the 25-34 and 35-44 age groups were at highest risk. Accident data for 1989 is not available at this time.

Pedestrian fatalities totaled 28 during the 3-year period from 1986 through 1988, for an average of 9 deaths per year. Analysis by age indicates that over half of those killed were ages 25-44, with 32% occurring in the 35-44 age group, followed by 28% in the 25-34 age group.

Pedestrian injuries totaled 188 during that same 3-year period, for a average of 63 injuries per year. Analysis by age indicates that 26% of those injured were ages 25-34, followed by 16% in the 35-44 age group.

Bicyclist fatalities for the 3-year period totaled 2, both of which occurred in 1986. One death occurred in the 5-9 age group and the other in the 21-24 age group.

Bicyclist injuries totaled 312 during that 3-year period, for a average of 104 injuries per year. Analysis by age indicates that 28% of those injured were ages 25-34, followed by 16% in the 35-44 age group.

4.4 Future Traffic Circulation

This section of the Traffic Circulation Element provides an analysis of the future traffic conditions expected in Monroe County and the transportation system improvements necessary to accommodate those future conditions.

4.4.1 Future Levels of Service on US 1

A key traffic capacity limitation in Monroe County is the ability of various segments of US 1 to accommodate traffic volume increases at LOS C. This limitation is governed by the County Commission policy against widening US 1 to more than four through lanes and by limited funding. The ability of the County to accommodate traffic volume growth varies by segment of US 1 and by collector roadway. Thus, the distribution of potential residential growth by segment of US 1 (and by Planning Area/Enumeration District) will be the critical factor in determining the future roadway segments which are over capacity.

The number of permitted residential units (single-family, mobile homes, multi-family units, and hotel/motel units) which have been approved for development in the unincorporated portion of the county between April 1, 1990 and October 21, 1991 is illustrated on Table 4.10. On this table, the number of permitted residential units is compared against the Sample Allocation of Reserve Dwelling Units (from Table 4.8) by each of the 24 Segments. However, it should be noted that not all of these permitted units are likely to be completed and that some portion may have been

completed at the time of the speed-based analysis. Therefore the magnitude of this backlog of permitted development may not be as severe as is indicated below.

From the total reserve in Table 4.8 of 7,825 units, the number of permitted units is 1,818, leaving an overall reserve of 6,007 units for:

(a) Permitted units in the three incorporated cities since April 1, 1990; and

(b) future development potential in all of (incorporated and unincorporated) Monroe County.

A segment-by-segment comparison shows that the number of permitted units during the past 19 months is greater than the sample allocation of reserve residential units for Big Pine, Lower Matecumbe, Upper Matecumbe and Plantation Keys. In all four of these cases, the number of permitted units also exceeds the Maximum Reserve Volume of dwelling units. Thus, a simple reallocation of residential capacity from other segments will not resolve this deficiency. In these constrained areas, a combination of TSM techniques (previously described), roadway widenings, and/or speed limit adjustments will be considered to mitigate these facility inadequacies.

The extent to which appropriate land is available for roadway widening also varies by Key. On US 1, adequate right-of-way is generally available to allow for the provision of four lane cross-sections where such widening may be warranted. The right-of-way width varies between 100 feet and 500 feet along US 1, with each of the bridges having a designated right-of-way of 400 or 500 feet. On sections where CR 905 is parallel and adjacent to US 1, additional right-of-way is available for widening. (See the Appendix Table 4.26 for a detailed right-of-way inventory.) However, in some cases, an urban cross-section (with closed drainage) will be necessary to maintain a four lane section within the existing right-of-way width of 100 feet. In other sections, a rural cross-section with a right-of-way minimum width between 124 feet and 150 feet can be provided. The need to avoid environmentally sensitive areas and impacts on endangered species must be considered in determining those sections where widening of US 1 should occur.

4.4.2 Future System Needs on US 1

Table 4.8 provides a speed-based traffic capacity analysis for each of the 24 segments of US 1. The calculated difference between present travel speeds and Level of Service C speed criteria yielded a maximum number of future "reserve trips" which could be accommodated. The reserve development capacity for all of the Keys was calculated at 7,825 dwelling units, including allocations for the municipalities and for those units previously permitted, estimated to be approximately 1,818. Because the traffic-based capacity (7,825 units) is higher than the hurricane evacuation-based capacity (5,786 units), traffic is not the most limiting constraint to growth throughout the Keys. However, traffic capacity limitations (failure to meet LOS C) are critical localized growth constraints on the following four segments of US 1:

(a) Plantation;

(b) Upper Matecumbe Key;

(c) Lower Matecumbe Key; and

(d) Big Pine Key

Under present traffic conditions for these segments, there exists little remaining residential development capacity beyond that permitted between April 1, 1990 and October 21, 1991. In some cases, where the reserve capacity has been exceeded, a permitted 5 percent allocation of growth beyond capacity conditions has been incorporated.

Present capacity deficiencies for these four constrained segments are summarized on Table 4.11. The application of the 5 percent allocation (over capacity) provides for modest additional residential development capacities of 287 units, 191 units and 271 units for Plantation Key, Upper Matecumbe, and Lower Matecumbe, respectively. However, with a maximum of only 17 possible additional residential units, Big Pine Key has virtually exhausted its residential development capacity as defined by present travel speed traffic constraints.

If traditional roadway capacity techniques were applied, these constrained sections would have to rely primarily on roadway widenings for relief. However, the speed-based methodology does not necessarily depend upon the provision of additional traffic lanes to correct capacity deficiencies. Since level of service (degree of congestion) is measured by median travel speeds, Transportation Systems Management (TSM) techniques may be as effective as roadway widening in increasing median travel speeds, and, thereby increasing reserve capacity. In the analyses described below, specific TSM techniques are evaluated for each of the four constrained sections, along with the associated costs and estimated additional development capacities produced. Where such TSM techniques are determined to be ineffective at relieving the localized congestion, other, more costly options, including roadway widening may be considered.

A. Overview of Transportation System Management (TSM) and Access Management Techniques

Transportation Systems Management (TSM) is an approach to improving transportation operational efficiency utilizing actions to either increase capacity or reduce demand on roadways. Specific TSM actions include:

(a) **Traffic Management Activities** (traffic operations, traffic control and access management techniques);

(b) **Transit Management Actions** (transit operations, transit marketing and inter-modal coordination);

(c) **Demand Reduction Activities** (carpools/vanpools, dial-a-ride, work hours changes); and

(d) **Restraint Measures** (parking management, restricted areas, pricing/tolls, time period restrictions on commercial vehicles).

TABLE 4.10
COMPARISON OF PERMITTED DEVELOPMENT WITH RESERVE CAPACITY

Segment		Approximate Mile Marker	Sample Allocation of Reserve DU's	Permitted Residential Units(2)
1.	Stock Island	4-5	884	10
2.	Boca Chica	5-9	302	22
3.	Big Coppitt	9-10.5	61	1
4.	Saddlebunch	10.5-16.5	125	17
5.	Sugarloaf	16.5-20.5	131	31
6.	Cudjoe	20.5-23	87	70
7.	Summerland	23-25	169	44
8.	Ramrod	25-27.5	225	52
9.	Torch	27.5-29.5	159	60
10.	Big Pine	29.5-33	0(182)(1)	165
11.	Bahia Honda	33-40	396	2
12.	7-Mile Bridge	40-47	648	0
13.	Marathon	47-54	1710	51
14.	Grassy	54-60.5	326	10
15.	Duck	60.5-63	138	93
16.	Long	63-73	301	28
17.	Lower Matecumbe	73-77.5	46	128
18.	Tea Table	77.5-79.5	3	0
19.	Upper Matecumbe	79.5-84	0(214)(1)	23
20.	Windley	84-86	59	0
21.	Plantation	86-91.5	102	235
22.	Tavernier	91.5-99.5	831	
23.	Key Largo	99.5-106	721	(>774 applies to Key Largo and Tavernier)
24.	Cross	106-112.5	402	2

(1) Five percent allocation applies to those segments with zero or negative reserve speeds.
(2) Permitted between April 1, 1990 and October 21, 1991.
Note: Some of these units may have been completed prior to the speed-based traffic analysis in March, 1991, and therefore may have already been accounted for.

Source: Monroe County Growth Management, 1991.

TABLE 4.11
CAPACITY DEFICIENCIES ON US 1

Segment/Key	Approximate U.S. 1 Mile Markers	Median Travel Speed(mph)	Reserve Speed (mph)[1]	Reserve Dwelling Units		Permitted Residential Units[3]	Possible Remaining Capacity (Dwelling Units)
				Maximum	Sample Allocation		
Plantation	86.0 - 91.5	40.7	+1.4	213	108	235	-22(+287)[4]
Upper Matecumbe	79.5 - 84.0	39.3	-1.2	0(214)[2]	0	23	-23(+191)
Lower Matecumbe	73.0 - 77.5	51.3	+0.8	95	48	128	-33(+271)[5]
Big Pine	29.5 - 33.0	38.6	0.0	0(182)[2]	0	165	-165(+17)

(1) Based on a comparison of the L.O.S. C Criteria Speed and the Median Travel Speed as taken from the "Final 1991 Segment Analysis" prepared by the U.S. 1 Level of Service Task Force.

(2) Five percent allocation applies to those segments with zero or negative reserve speeds.

(3) Permitted between April 1, 1990 and October 21, 1991. Some of these units may have been completed prior to the speed-based traffic analysis in March, 1991, and therefore may have already been accounted for.

(4) Five percent allocation provides for 309 additional dwelling units. Thus, 287 dwelling units could be permitted beyond the number of units previously permitted (213 less 235 plus 309).

(5) Five percent allocation provides for 304 additional dwelling units. Thus, 271 dwelling units could be permitted beyond the number of units previously permitted (95 less 128 plus 304).

Source: Monroe County Growth Management and Barton-Aschman Associates, Inc., 1991.

Since most of US 1 in the Florida Keys operates as an uninterrupted flow facility and since there are few traffic signals on US 1, the most effective of these TSM techniques to improve travel speeds are those associated with access management. Four specific access management techniques are considered to have the greatest potential impact:

(a) limiting the number of conflict points;

(b) separating basic conflict areas;

(c) limiting deceleration requirements; and

(d) removing turning vehicles from through lanes.

As shown on Table 4.12 each of the four segments generally has a two lane roadway cross-section with three lanes on portions of Plantation, Upper Matecumbe, and Big Pine Keys. The posted speed limit on Plantation, Upper Matecumbe, and Big Pine Key (daytime) is 45 mph; while the posted speed limit on Lower Matecumbe Key is 55 mph. Daily traffic volumes generally range between 10,000 and 20,000 vehicles, except for Lower Matecumbe Key which has a lower daily volume.

Based on a review of the techniques for increasing capacity and reducing turning movement conflicts presented in the preceding section, the following access management techniques are most appropriate for application to uninterrupted flow segments of US 1:

(a) provide a center, two-way left turn lane within a two-lane section;

(b) limit the number of access drives between US 1 and the existing frontage road (Old US 1) to encourage the use of the frontage road for local access;

(c) provide a non-mountable median on US 1 in two-lane sections to prevent left turn access to and from adjacent property where widening is impractical due to proximity of adjacent land uses;

(d) provide adjacent one-way left turn lanes in sections where driveway spacing is great enough to allow for it;

(e) provide right turn acceleration lanes on high speed sections to facilitate turning movements onto US 1 while reducing the speed differential with through traffic;

(f) provide right turn deceleration lanes on US 1 to allow for vehicles to safely decelerate before entering driveways serving adjacent land uses;

(g) increase turn lane storage lengths at signalized intersections so that vehicles in adjacent through lanes are not impeded;

(h) offset opposing driveways;

(i) convert closely-spaced driveways to inbound/outbound (one-way) operation;

(j) provide channelizing islands which prevent left turn inbound and outbound movements at driveways;

(k) consolidate access drives to serve adjacent properties; and

(l) construct continuous right turn lanes to serve closely-spaced driveways.

Table 4.13 summarizes the information available in traffic engineering technical literature as to the effectiveness of some of these improvements. Specific measures of site-specific effectiveness will vary depending on such factors as the number of turning vehicles at individual intersections and driveways, driveway spacing and specific traffic signal operations. Actual quantitative impacts are typically determined using network simulation computer programs (TRAF-NETSIM) which calculate travel speeds before an after application of improvements. However, for planning purposes, the values depicted in Table 4.13 provide reasonably accurate estimates of the range of capacity improvement which can be anticipated.

In the following sections, specific access management improvements are proposed for each of the four constrained sections and related costs and capacity improvements are evaluated.

B. Plantation Key (MM 86.0 - MM 91.5)

Overview of Existing Conditions

The section of US 1 in this segment is under construction for widening to a four-lane divided cross-section between MM 90.0 and MM 91.5. A three lane cross-section exists between MM 86.7 and MM 90.0. It is anticipated that after completion of the widening in 1.5 miles of this segment, the average travel speed will increase.

On the north end of this segment, commercial land uses are located on the bay side of US 1, including Tavernier Towne Shopping Center. The oceanside of US 1 contains vacant land between the Tavernier Creek Bridge and MM 91.5. Between the Tavernier Creek Bridge and MM 90.0, there are a series of marine commercial land uses on the bay side and motels on the ocean side of US 1. South of MM 90.0, the ocean side of US 1 is largely undeveloped while Plantation Key School and a church are located on the bay side. Some motels and commercial land uses are also located on the bay side of US 1 north of MM 89.0. (The posted speed limit is reduced from 45 mph to 35 mph between MM 89.1 and MM 89.9.) Between MM 88.0 and MM 89.0, Mariners Hospital and a series of commercial buildings as well as county offices are located on the bay side. Commercial land uses are scattered along the ocean side frontage. South of MM 88.0, the frontage along US 1 is largely undeveloped. On the ocean side, an existing frontage road serves residential development. Along the two-lane section (MM 86.0 - MM 86.7), the adjacent land is largely undeveloped. Some developed land uses along the bay side are served by a one-way left turn lane.

As indicated in Table 4.11, Plantation Key presently has a reserve speed of 1.4 mph within LOS C. This translates into a maximum reserve dwelling unit allocation of 213 units, compared with some 235 residential permits which are estimated to have been granted between April 1, 1990 and October 21, 1991. In spite of this over commitment of the reserve capacity at this location, the five

TABLE 4.12
US 1 CHARACTERISTICS ON CRITICAL SEGMENTS

Segment/Key	Approximate U.S. 1 Mile Markers	Lane Configuration	Roadway Width(feet) Pavement	Roadway Width(feet) Right-of-Way	Speed(mph) Posted	Speed(mph) Average Travel	1990 AADT (Rounded)
Plantation	86.0 - 91.5	2L/3L[1]	24 - 36[5]	100 - 173[7]	45	40.7	16,400 - 22,600
Upper Matecumbe	79.5 - 84.0	2L/3L[2]	24 - 36[6]	100 - 216	45	39.3	10,100 - 16,400
Lower Matecumbe	73.0 - 77.5	2L[3]	24 - 36	150 - 183	55	51.3	8,400 - 10,100
Big Pine	29.5 - 33.0	2L/3L[4]	23 - 35	100 - 200	45	38.6	14,000 - 15,600

(1) Three lane section from MM 86.70 to MM 89.95. Two lane section for remainder of segment.
(2) Three lane section from MM 81.25 to MM 82.00. Two lane section for remainder of segment.
(3) A small portion of the segment is a three lane section.
(4) Three lane section from MM 30.40 to MM 30.55. Two lane section for remainder of segment.
(5) The portion from MM 90.0 to MM 91.5 is presently being widened to a four lane divided section.
(6) The portion from MM 82.0 to MM 83.7 is presently being widened to a three lane section.
(7) Excludes the 400 feet right-of-way width designated for the Tavernier Creek Bridge.

Source: Florida Department of Transportation and Barton-Aschman Associates, Inc., 1991.

TABLE 4.13
ESTIMATED IMPACTS OF TSM MEASURES ON TRAVEL SPEED

TSM Measures	Estimated Increase in Average Travel Speed	Source
Turning and lane-use restrictions at intersections	10 percent	(1)
Reversible lane on an arterial	4-7 percent	(1)
Improve intersection signal timing	6-12 percent	(1)
Construction of a two-way left turn lane	Up to 5 mph	(2)

Sources:

(1) "Transportation Energy Management Program - Traffic Management Measures to Reduce Energy Consumption." Toronto Ministry of Transportation and Communications. November, 1981. As reported on page 372 of the Traffic Engineering Handbook - Fourth Edition. Institute of Transportation Engineers. 1992.

(2) "Simplified Procedures for Evaluating Low-Cost TSM Projects. "National Cooperative Highway Research Program Report 263. Transportation Research Board. October, 1983.

percent allocation (over capacity) could provide for an additional 309 units. Thus, the total reserve capacity with the five percent allocation (522 units) minus the units permitted (235 units) yields an estimated possible remaining capacity of some 287 units.

Proposed Access Management Improvements

In the two-lane section (MM 86.0 - MM 86.7), a continuous right turn lane and/or modification to driveway spacing does not appear to be appropriate, given the relatively few number of developed land uses. In the three-lane section between MM 86.7 and MM 90.0, right turn deceleration lanes appear to be properly located at the approaches to major driveways or street intersections. The number of connecting drives linking US 1 with the frontage roads on the ocean side are few, thereby minimizing disruptions for turns onto and off US 1. Much of the center lane between MM 86.7 and MM 88.0 is hatched-out. This may discourage use of the center lane for left turn movements off US 1. This center lane should be restriped to indicate that two-way left turn movements are allowed. Supplementary signs identifying the center lane as a two-way left turn lane should be posted on both sides of US 1.

The flashing traffic signal located at Woods Avenue (MM 89.9) serves Florida Keys Community College and Coral Shores High School on the ocean side and a residential development on the bay side. The traffic signal presently works on flashing operation. Only one approach lane is provided on either of the two cross-street approaches to US 1. Exclusive right turn lanes and left turn lanes are provided on both the northbound and southbound approaches of US 1. It is assumed that this traffic signal operates under normal traffic signal control during peak seasons and during much of the school year when the demand on the cross-streets is most significant. In order to reduce the amount of green time provided to Woods Avenue during a normal signal operation, each of the two cross-streets should be widened to provide an exclusive left turn lane in addition to an optional through/right turn lane. Thus, cross-street queues will be reduced and a larger proportion of traffic signal green time can be provided to the US 1 approaches.

In general along this segment, the access drives appear to be adequately spaced and left turn lanes appear to be properly located on the US 1 approaches to major cross-streets and driveways. The number of driveways linking the ocean side frontage road with US 1 appears to be separated such that no significant disruption to US 1 traffic is introduced. In summary, there are three access management actions which should improve travel speeds along this segment:

(a) widening of US 1 between MM 90.0 and MM 91.5 with an oceanside frontage road (already under construction);

(b) restriping the center lane in the southern portion of this segment to allow its use as a two-way left turn lane with identifying signage; and

(c) widening the Woods Avenue approaches to the signalized intersection on US 1 to provide exclusive left turn lanes and adjusting the traffic signal timing, if appropriate, to maximize the portion of green time provided for US 1 traffic.

Evaluation of Cost and Increased Capacity

The most direct impact on increased capacity among the actions described above is the four laning of the MM 90-MM 91.5 stretch which is presently funded and under construction. The proposed

restriping of the center lane in the three-lane section to encourage use for left turns is considered a maintenance item and is, therefore, not assigned a capital cost. The widening of the Woods Avenue approaches to US 1 and adjustments to signal timing are estimated to have a capital cost of approximately $60,000.

This relatively minor investment is estimated to yield a 10 percent increase in travel speed. As depicted in Tables 4.14 and 4.15, a 10 percent increase in travel speed translates into some 618 additional reserve dwelling units. When added to the maximum reserve dwelling unit capacity with the 5 percent allocation (above capacity) total maximum capacity increases to 1,140 units or about 914 more units than were estimated to have been permitted by October 21, 1991. Therefore, relative to the total 10-year carrying capacity for the unincorporated area of Monroe County, the localized traffic constraint on Plantation Key may have been substantially removed at a relatively small cost.

C. Upper Matecumbe Key (MM 79.5 to MM 84.0)

Overview of Existing Conditions

Beginning at Tea Table Channel (MM 79.5), US 1 has a two lane cross-section. US 1 includes a three-lane cross-section between MM 81.3 and MM 82.0. An expanded three-lane cross-section is under construction immediately to the north between MM 82.0 and MM 83.7, extending to the northern end of Upper Matecumbe Key at the Whale Harbor Bridge. When completed, this widening should result in an increase in average travel speed, which, at least in part, should relieve the present capacity constraint. Along the ocean side of Upper Matecumbe Key, a frontage road exists to serve local land uses. In addition, commercial uses exist along the bay side. Along the two-lane section between MM 79.8 and MM 80.3, there are a series of motels along the ocean side and a park along the bay side. North of MM 80.3, a frontage road is provided parallel to, but away from US 1. In this section, there are few developed land uses on the bay side. There are some commercial land uses south of MM 81.0 on the ocean side. The section between MM 81.3-MM 84.0 contains dense commercial development patterns. There are limited sections on the ocean side where the adjacent frontage road serves local land uses; however, most of the land uses are served by access drives along US 1.

As indicated in Table 4.11, Upper Matecumbe Key presently has a negative reserve speed of 1.2 mph. Thus the only reserve for residential development is the 5 percent allocation above capacity, or 214 units. Subtracting the 23 dwelling units permitted between April 1, 1990 and October 21, 1991, results in an estimated remaining capacity of 191 units.

Proposed Access Management Improvements

Completion of the widening of US 1 to a three-lane section through the developed portion of Islamorada should facilitate through traffic flow. However, the driveways along both sides of US 1 are closely-spaced and will still encourage frequent disruptions to through traffic unless they are controlled. This is especially true on both sides of U.S.1 between MM 83.1 (Russell Street) and MM 81.5 (where the ocean side frontage road is re-introduced).

Between MM 81.5 and MM 81.2, frequent commercial driveway access continues on the bay side. Throughout the commercial portion of Islamorada, the building setbacks are close enough to US 1 such that adequate room is not available to create properly-spaced driveways serving each individual land use. Thus, channelization could not be located to prohibit left turn outbound

TABLE 4.14
ESTIMATED COSTS FOR TSM IMPROVEMENTS

Segment/Key	TSM Improvement	Estimated Cumulative Increase in Average Travel Speed	Estimated Construction Cost(1)
Plantation	Widen U.S. 1 to four lane divided section (MM90.0 - MM91.5) Restripe center lane to emphasize use for left turns (MM86.7 - MM88.0) Widen Woods Avenue approaches to U.S. 1 and adjust signal timing	10 Percent	Under construction Maintenance Cost $60,000 (2)
Upper Matecumbe	Widen U.S. 1 to three lane section (MM81.2 - MM83.7)	5 - 10 percent	Under construction
Big Pine Key	Widen U.S. 1 to three-lane section (MM30.4 - MM31.1) Retime traffic signal at Key Deer Boulevard/Chapman Street/U.S. 1 Extend three lane section south to Ships Way (MM29.8 - MM29.7)	3 - 5 percent	$441,000 (3) Maintenance Cost $63,000 (3)

(1) This estimated cost excludes any right-of-way cost which may be necessary.
(2) Assumes $30,000 for each left turn lane addition.
(3) Assumes $630,000 per mile for widening from two to three lanes. See the FDOT Office of Policy Planning Cost Estimates; July 1991.

TABLE 4.15
ESTIMATED INCREASE IN RESERVE CAPACITY DUE TO TSM IMPROVEMENTS

Segment/Key	Max. Reserve DU w/o 5% Allocation	Max. Reserve DU w/5% Allocation	Estimated Increase Due to TSM	Revised Max. Reserve w/5% Allocation	Permitted Residential Units (1)	Estimated Remaining Capacity
Plantation	213	531	618	1,149	235	914
Upper Matecumbe	(0)	214	427	641	23	618
Lower Matecumbe	95	399	N/A	399	128	271
Big Pine Key	(0)	182	174	356	165	191

Source: Barton-Aschman Associates, Inc.

(1) Permitted between April 1, 1990 and October 21, 1991. Some of these units may have been completed prior to the speed based traffic analysis in March, 1991, and therefore may have already been accounted for.

movement onto US 1. If curbing were constructed along each side of US 1 (probably requiring a closed drainage system for US 1), access drives could be consolidated and spaced farther apart. The limited building setbacks immediately adjacent to US 1 for retail parking also prevents the construction of a continuous right turn lane along either side of US 1 to allow for deceleration from US 1 into adjacent land uses.

In summary, travel speeds should be improved as a result of providing a three-lane section from MM 81.2 - MM 83.7. These speeds should be monitored to determine if additional corrective measures are required. The potential for providing continuous right turn lanes to serve adjacent property should be investigated if speeds do not increase after the widening is completed.

Evaluation of Cost and Increased Capacity

Because no specific TSM improvements are proposed other than the roadway widening (three-laning) which is under construction, there is no associated capital cost. This widening is anticipated to result in a cumulative increase in average travel speed of 5-10 percent. As depicted in Table 4.15, this increased speed translates into some 427 additional reserve dwelling units. When added to the maximum reserve dwelling unit capacity with the 5 percent allocation (over capacity) total maximum capacity increases to 641 units, or about 618 more units than were estimated to have been permitted by October 21, 1991. Therefore, the present roadway widening is considered to be adequate to remove the localized traffic constraint on Upper Matecumbe Key.

D. Lower Matecumbe Key (MM 73.0 - MM 77.5)

Overview of Existing Conditions

Most of this segment contains a two-lane cross-section on US 1. The posted speed limit is 55 mph. The adjacent land-uses on both sides of US 1 are primarily undeveloped or residential. From MM 73.7 to MM 74.5, a center lane is provided - some of it is striped as a two-way left turn lane and some of it is hatched-out. North of MM 74.5, there does not appear to be frequent enough driveways or dense enough adjacent development along US 1 to warrant the provision for a either a center left turn lane or right turn deceleration lanes. Driveways are generally well-spaced, such that turning movement conflicts are not created, despite the posted 55 mph speed limit. In this section, exclusive right turn and left turn deceleration lanes are provided on US 1 at Columbus Drive, Sandy Cove Avenue, and Gulfview Drive (the north end of the three-lane section). On the southern end of this section (where US 1 narrows to two lanes), there is virtually no adjacent development which would warrant widening of US 1 to a three-lane section.

Even with adequate roadway geometrics and few conflicts with adjacent development, motorists are frequently unable to travel at the posted speed limit. Table 4.11 indicates that the 3.7 mph difference between average speeds and the posted speed limit translates into a maximum reserve dwelling unit capacity of 95 units, or 309 units with the 5 percent allocation beyond capacity. When compared with the 128 units estimated to have been permitted as of October 21, 1991, this indicates an estimated additional remaining capacity of 271 units.

Proposed Access Management Improvements

It appears that the reason that the average travel speed of 51.3 mph (measured March 1991) falls below the posted speed limit (55 mph) is due to vehicles which are following slower moving vehicles (trucks, trailers, RVs). This condition is relatively unaffected by access management or

roadway geometric considerations. Although widening to a four-lane section might increase travel speed, daily traffic volumes do not appear to warrant such a widening. In addition, the hurricane evacuation analysis concluded that widenings south of MM 80.0 would not have a significant impact on reducing clearance times. Therefore, specific actions to incorporate access management techniques or widen US 1 are not considered appropriate responses, nor are they recommended.

Evaluation of Costs and Increased Capacity
Because there are no recommended improvements to US 1 at Lower Matecumbe, there are no associated costs or increases in capacity. As depicted in Table 4.15, the present estimated capacity is 399 units with the 5 percent allocation over capacity. After subtracting the 128 units estimated to have been permitted as of October 21, 1991, allocable capacity remains at 271 units. This allocable capacity represents a sizeable portion (73%) of 370 estimated buildable lots on Lower Matecumbe Key.

E. Big Pine Key (MM 29.5 - MM 33.0)

Overview of Existing Conditions
This segment contains a two-lane cross-section on US 1 with a posted speed of 45 mph (day) and 35 mph (night). From MM 31.2 - MM 33.0, there is no development adjacent to either side of US 1. Beginning at MM 31.2, commercial development occurs along the bay side of US 1; however, it is served by a frontage road. Thus, there is no immediate access from these frequent commercial driveways onto US 1. From MM 30.4 to MM 31.1 (at the First Street intersection), there is frequent commercial access along the ocean side of US 1. In addition, intersections along the bay side occur at First Street, Sands Avenue, County Road, Cunningham Lane, and five other commercial driveways. Friction and impacts from left turning vehicles clearly impact travel speeds in this section.

At the signalized intersection of US 1, Chapman Street serves as the cross-street approach on the ocean side and Key Deer Boulevard (CR 940) serves as the cross-street approach on the bay side. Chapman Street has a one lane approach to the intersection. Key Deer Boulevard has a two-lane approach, including an exclusive right turn lane and an optional left/through lane. Wilder Road intersects Key Deer Boulevard approximately 200 feet west of U. S. 1. The traffic signal is phased to allow for a northbound lead green to protect the left turn movement from northbound to westbound. Northbound and southbound exclusive left turn lanes are provided on US 1. A southbound exclusive right turn lane is also provided on US 1. Although the traffic signal appears to be phased correctly, traffic signal retiming should be investigated to maximize the proportion of green time provided to the US 1 approaches.

A center left turn lane is provided on US 1 between MM 30.2 and MM 30.4, south of Key Deer Boulevard. A two-way left turn lane is provided between MM 30.0 (Palmetto Avenue) and MM 29.8 (Lobster Tail Drive). However, this center turn lane does not exist 0.1 miles further south (to Ships Way) to provide left turn access into the marine commercial uses and to Cahill Court on the ocean side of US 1. This section should also be striped for a two-way left turn lane, rather than the hatched-out configuration which exists. The two-lane section between MM 30.0 and MM 30.2 is considered adequate since active land uses do not exist on either side of US 1 in this section.

As indicated in Table 4.11, these access conflicts produce an average travel speed of 38.6 mph and which, when compared with the posted speed limit of 45 mph, produces no reserve in trips or dwelling units. However, with the 5 percent allocation above capacity, an additional maximum reserve of 182 units becomes possible, of which an estimated 165 permits were already issued between April 1, 1990 and October 21, 1991. Thus, with only 17 units remaining in reserve, Big Pine Key is faced with a severe and immediate traffic concurrency constraint.

Proposed Access Management Improvements

Based upon the roadway conflicts noted above, which inhibit travel speeds, three access management actions are proposed for consideration on Big Pine Key.

(a) First, a continuous two-way left turn lane should be constructed between MM 30.4 and MM 31.1 (e.g. three-laning). This will reduce flow interruptions associated with the commercial areas and the bay side intersections at First Street, Sands Avenue, County Road and Cunningham Lane.

(b) Second, traffic signal retiming should be investigated to ensure a maximum green time for US 1 traffic.

(c) Third, a center left turn lane on US 1 should be extended south from MM 29.8 (Lobster Tail Drive) to Ships Way. This relatively minor (approximately 500 feet) widening will facilitate smoother access into the marine commercial uses and to Cahill Court on the ocean side of US 1.

Evaluation of Costs and Increased Capacity

As depicted on Table 4.14, the proposed three-laning of US 1 between MM 30.4 - MM 31.1 and between MM 29.8 - MM 29.7 is estimated to cost approximately $441,000 and $63,000, respectively. The proposed re-timing of the traffic signal at Key Deer Boulevard/Chapman Street and US 1 is considered a maintenance item, and therefore is not assigned a capital cost.

The increased capacity resulting from this investment of approximately $504,000 is estimated to be 174 units as depicted in Table 4.15. When added to the maximum reserve capacity with the 5 percent allocation of 182 units, the maximum capacity increases to 356 units. After subtracting the 165 units estimated to have been permitted between April 1, 1990 and October 21, 1991, 191 dwelling units remain to be allocated.

While the proposed TSM improvements provide some limited additional development capacity, the estimated allocable development remains a very small fraction of the total estimated 2,937 vacant buildable lots. In most such situations where high development expectations are constrained by traffic congestion, an expected response is to consider further roadway widening (four-laning). However, Big Pine Key is an unusual circumstance, where four-laning to improve travel speeds may not be the appropriate response for the following reasons:

Uncertain Impacts on Speeds

While four-laning will expand the traffic capacity of US 1 through Big Pine Key, the extent to which it will improve travel speeds over those provided by the three-lane section is not known.

Uncertain Impacts on Key Deer

Because the Key deer migrate across US 1 for purposes of breeding, traffic accidents involving Key deer crossing US 1 contribute substantially to Key deer mortalities. Thus, any actions which increase either the speed of traffic (thus lengthening braking distances and reducing reaction times) or the roadway cross-section which deer must navigate, can be expected to exacerbate Key deer mortalities on US 1. To mitigate this impact, any proposed widening of US 1 to four lanes must be accompanied by either:

(a) fencing to preclude Key deer crossing US 1; or

(b) highway over/underpasses to vertically separate deer crossing corridors.

As a result of these uncertainties, the County Commission has decided to allocate growth on Big Pine Key in accordance with these traffic capacity constraints. However, this decision does not recognize the ten-year allocation of approximately 191 units to Big Pine Key as a permanent or long-range constraint. The County Commission has decided to investigate the long-term reduction of traffic constraints by widening US 1 to four lanes coupled with one of the two treatments described above.

Specifically, either Monroe County or the FDOT will conduct necessary engineering feasibility, construction cost analyses and environmental impact studies of a future four-laning. Prior to the granting of all the permits for all of the estimated 191 allocable dwelling units, Monroe County must commit or obtain a commitment from the FDOT to implement roadway widening, or alternately, accept long-range growth limitations with an expanded property acquisition program.

As a result of the TSM improvements on Plantation, Upper Matecumbe, and Big Pine Keys, it is anticipated that travel speeds and levels of service will improve. Consistent with the Future Land Use Element the future levels of service are projected on Table 4.16 for each of the 24 segments of US 1.

As an alternative to widening US-1 on Big Pine Key to three lanes, the daytime speed limit on this roadway segment could be lowered to 35 mph. Like constructing a third lane, this regulatory action would also provide additional reserve capacity for Big Pine Key, but without creating a wider traffic stream for deer to cross. While this action would provide additional reserve capacity for Big Pine Key, it would reduce the overall reserve capacity, unless the speed limit were increased elsewhere to offset the expected reduction in overall travel speeds. The projected impacts of this alternative are summarized below.

1991 Reserve Capacities at Current Speed Limits

Overall:	50,077 trips	7,825 du	(LOS C)
Big Pine:	0 trips	0 du	(LOS C)

Projected 1991 Reserve Capacities with Big Pine Speed Limit Lowered to 35 mph

Overall:	44,828 trips	7,004 du	(LOS C)
Big Pine:	3,612 trips	564 du	(LOS A)

TABLE 4.16
FUTURE LEVELS OF SERVICE ON US-1

Segment	(Miles)	LOS
Stock Island	1.150	A
Boca Chica	3.977	A
Big Coppitt	1.538	B
Saddlebunch	5.899	C
Sugarloaf	4.052	C
Cudjoe	2.600	C
Summerland	2.268	A
Ramrod	2.352	A
Torch	2.092	A
Big Pine	3.483	C
Bahia Honda	7.191	B
7-Mile Bridge	6.943	A
Marathon	7.427	A
Grassy	6.543	B
Duck	2.703	B
Long	10.073	C
L Matecumbe	4.573	C
Tea Table	2.277	C
U Matecumbe	4.204	C
Windley	1.903	C
Plantation	5.870	C
Tavernier	8.210	A
Key Largo	6.979	A
Cross	6.331	B

4.4.3 Future Collector Road System

Monroe County, Florida is currently served by a series of local streets, minor collectors, major collectors, minor arterials and two principal arterials: US 1 and SR A1A (in Key West). There are significant differences in the functional classification designations established by the Florida Department of Transportation (FDOT) and in the previous Comprehensive Plan prepared by Monroe County. As part of the Comprehensive Plan - Traffic Element Update, these differences were evaluated so that a complete set of collector and minor arterial roadways could be evaluated for future lane requirements.

The U.S. Department of Transportation, Federal Highway Administration provides guidelines for roadway classification analysis in the publication: Highway Functional Classification; Concepts, Criteria, and Procedures, 1974. Within this document, the approach to and description of various roadways types are presented. From two other documented sources, Recommended Guidelines for Subdivision Streets - A Recommended Practice, ITE, 1984 and Transportation and Land Development Stover and Koepke, 1988 a range of quantitative criteria are provided for use in determining functional classifications. These criteria consist of many factors including pavement width, number of lanes, right-of-way width, speed limits, access spacing, parking provisions, traffic volumes and continuity. These criteria were utilized to evaluate the Monroe County roadway system.

Each roadway segment presently classified as a county collector by the FDOT or identified as a potential collector by Monroe County from Key Largo to Key West was reviewed in detail to collect information needed for preparing classification recommendations. Field verification of the roadway's location, name, general geometric and right-of-way provisions, the approximate length of the potential collector link and an estimate of service to residential or commercial land uses was completed. In addition, 24 hour machine traffic counts were obtained for many roadways that exhibited potential to be designated as a "collector" and was not already designated. Further detailed information was obtained from Monroe County as listed in their Report of Priority Roadways to confirm length, pavement width, number of lanes, right-of-way width, and adjacent residential units. The results of the field inventory and review of the Monroe County Priority Roadways data were summarized and evaluated.

A list of evaluation criteria that could appropriately be applied to the unique character of Monroe County roadways was developed. The documents described above provided the basis for this effort. However, the standards provided in those documents focused on a national planning perspective and in some cases were found to be not directly applicable to the Florida Keys roadways. Thus, the final analyses were conducted using modified standards based upon the conditions existing in Monroe County. The classification criteria presented in Table 4.17 reflect the localized functional classification standards.

Table 4.17
Modified/Recommended Monroe County Functional Classification Standards

Roadway Type	Pavement Width (feet)	Segment Length (mi.)	Posted Speed (mph)	DU's Served	ADT Volume (vpd)	Peak Hour Volume (vph)
Local Road	< 20	< 0.5	< 25	< 50	< 1200	< 120
Minor Collector	20-24	0.5-1.00	30	50-399	200-2400	120-240
Major Collector	25-56	> 1.00	> 35	400-999	> 2400	> 240
Minor Arterial or Greater	> 36	n/a	n/a	> 1000	n/a	n/a

Source: Monroe County and Barton-Aschman Associates, Inc., 1991.

Using each of these criteria, a series of spreadsheets were developed that applied the standards to each roadway classified by either the State or the County as a collector. The functional classification evaluation resulted in a number of recommended changes to the classifications presented by the agencies in each category. Based upon this analysis, Table 4.18 identifies roadways that should be functionally classified as collectors.

4.4.4 Analysis of Collector Roadway Future Capacity

Growth in traffic volumes on the collector roadway system will depend on the potential for future residential development in the areas served by these collectors. As described in the Land Use Element, hurricane evacuation clearance times will limit the development of platted lots to 5,786 units (at one unit per lot) over the next 10 years. This is equivalent to 38.2 percent of the 15,141 platted lots which are presently vacant and buildable and which are zones IS, URM, or CFV in uncorporated Monroe County. Further, localized roadway capacity constraints on Plantation, Upper Matecumbe, Lower Matecumbe, and Big Pine Keys will limit development of vacant buildable lots to 914, 618, 271, and 191, respectively - even after the implementation of TSM improvements (see Table 4.15).

Table 4.19 presents an analysis of potential future traffic increases versus 1991 reserve capacity for each recommended collector roadway. The reserve capacity (expressed as a daily traffic volume) represents the difference between the LOS D Capacity (11,600 vpd from Mile Markers 0 to 5 and 47 to 53 and 9,500 vpd for all remaining areas) and the 1991 ADT. The vacant buildable lots column represents the number of additional housing units that would feed each collector if the existing subdivisions were to be build out. This should be considered to be a theoretical maximum number of additional units, given the limitations described above. The potential increase in ADT was derived by multiplying the number of vacant buildable lots by 6.4 vehicle trips per potential dwelling unit per day (consistent with the procedure presented in the speed-based level of service methodology).

In every case but one, the reserve capacity exceeds the Potential Increase in ADT, indicating that a Level of Service of D or better will be maintained. Increased volumes on Key Deer Boulevard, located on Big Pine Key, could theoretically exceed the reserve capacity if all platted lots served by this collector were developed; however, the potential for traffic growth in this area is limited by the

TABLE 4.18
RECOMMENDED COLLECTOR ROADWAYS IN UNINCORPORATED MONROE COUNTY

Nearest US 1 1 Mile Marker	Key	Roadway Name	County Road Number	Roadway Segment
4	Stock Island	Cross Street	—	US 1 to 12th Avenue
5	Stock Island	Fifth Street	—	McDonald Ave. to Cow Key
5	Stock Island	McDonald Ave./Maloney	CR941	Peninsular Ave. to US 1
6	Raccoon	Key Haven Road	—	US 1 to Floral Ave.
10	Big Coppit	Fourth Street	—	US 1 to Florida Bay
11	Boca Chica/Geiger	Boca Chica Road	CR941	US 1 to Boundary Lane
17	Lower Sugarloaf	Sugarloaf Boulevard	CR939	US 1 to Atlantic Ocean
19	Upper Sugarloaf	Crane Boulevard	CR939	US 1 to Bow Channel
21	Cudjoe	Blimp Road	—	US 1 to Kemp Channel
21	Cudjoe	Drost Drive	—	US 1 to 9th Avenue
23	Cudjoe	Spanish Main Drive	—	US 1 to Puertobello Drive
24	Summerland	East Caribbean Drive	—	US 1 to Channel
25	Summerland	West Shore Drive	CR924	US 1 to Atlantic Ocean
25	Summerland	East Shore Drive	CR942	US 1 to West Shore Drive
27	Ramrod	Trinidad Rd./W. Indies	—	US 1 to Newfound Harbor
28	Little Torch	Pirates Road	—	US 1 to Jolly Roger
28	Little Torch	Barry Avenue	—	US 1 to Pine Channel
28	Middle Torch	Middle Torch Road	—	US 1 to Big Torch Key Road
28	Little Torch	Little Torch Key Road	—	US 1 to Lobster Tail Road
30	Big Pine	Newfound Boulevard	CR940	US 1 to Newfound Channel
30	Big Pine	Key Deer Boulevard	CR940	US 1 to Big Spanish Channel
30	Big Pine	Ships Way	—	US 1 to Harbor Lights Road
31	Big Pine	Wilder Road	—	US 1 to South Street
31	Big Pine	Watson Boulevard	CR940	Channel to Avenue B
—	Big Pine	Lytton's Way/Hibiscus	—	1st Street to Ships Way
—	Big Pine	Matthews Road	CR940	Avenue B to Granada Avenue
—	Big Pine	Avenue B	CR940	Matthews Rd. to South Street

TABLE 4.18 (Continued)
RECOMMENDED COLLECTOR ROADWAYS IN UNINCORPORATED MONROE COUNTY

Nearest US 1 1 Mile Marker	Key	Roadway Name	County Road Number	Roadway Segment
50	Vaca	Sombrero Beach Road	CR931	US 1 to Corte Rd./Sister Creek
51	Vaca	Aviation Boulevard	—	US 1 to 109th Street
53	Vaca	107th St./Industrial Ave.	—	US 1 to Aviation Boulevard
53	Vaca	109th Street	—	US 1 to Florida Bay
54	Fat Deer	Coco Plum Drive	—	US 1 to Hawk Channel
61	Duck	Duck Key/Bimini	—	US 1 to Toms Harbor Cut
86	Plantation	Venetian Boulevard	—	US 1 to Bay View Isle
89	Plantation	Seminole Boulevard	—	US 1 to Cotton Key Basin
90	Plantation	Woods Avenue	—	US 1 to Lake
90	Plantation	Royal Poinciana Blvd.	—	US 1 to Bougainvillea
91	Plantation	Sunshine Boulevard	—	US 1 to Harbor Lane
93	Key Largo	Burton Drive	—	US 1 to Planter Drive
99	Key Largo	Ocean Bay Drive	—	US 1 to Atlantic Ocean
100	Key Largo	Atlantic Boulevard	—	US 1 to Caribbean Drive
106	Key Largo	——	CR905	US 1 to Ocean Reef Club
—	Key Largo	Card Sound Road	CR905A	CR905 to Dade County Line
—	Mainland	Loop Road	—	Dade County Line to Collier County Line

Source: Barton-Aschman Associates, Inc., 1991

US 1 capacity constraints. Only 191 of the platted lots can be built within the next ten years resulting in a maximum volume increase of 1222 vpd; thus, Level of Service D will be maintained on this street, even if all potential dwelling units are constructed in this area of Big Pine Key.

4.4.5 Future Roadway Improvements

Although capacity enhancements to the collector roadway system are not required, the Seven Year Roadway/Bicycle Path Plan identifies maintenance improvements which will occur. Priorities for maintenance and improvements to County roads are based on a point system that considers the following criteria:

- o width
- o ride quality
- o pavement type
- o road type
- o road classification @ each end
- o number of homes served
- o shopping/businesses served
- o percentage and degree of
  - potholes and patching
  - raveling and rutting
  - dips and bumps
  - cracking

Table 4.20 summarizes the needs for County roads as identified in the Seven Year Roadway/Bicycle Path Plan, which was approved by the Monroe County Commission in January, 1992.

The largest improvement scheduled for the County-maintained roadway system is the Card Sound Road project. Card Sound Road connects North Key Largo to the mainland, thereby offering an alternative to US 1. The road's present elevation leaves it vulnerable to flooding during unusually high tides. The $11 million project will widen and elevate Card Sound Road, making it a more viable route for hurricane evacuation. This project will be funded through a combination of impact fees and toll revenues.

In the Ports, Aviation and Related Facilities Element, two roadway improvements were identified to facilitate access to the port on Stock Island. Both of these projects were recommended for implementation by 1994 to satisfy existing drainage deficiencies. The projects are:

(a) Repair flooding on Fourth and Fifth Streets - $15,000; and

(b) Repair flooding on Peninsular Avenue - $15,000.

As shown on Table 4.21, four sections of US 1 are recommended for widening in addition to the two improvements already under construction. The first two improvements will reduce hurricane clearance times and increase the level of reliability and flexibility in implementing an evacuation of Monroe County. Between Mile Marker 106 and Mile Marker 126, reconstruction of the Jewfish Creek Bridge has been funded for construction. However, the remainder of this widening project

Table 4.19

POTENTIAL FUTURE TRAFFIC ON COLLECTOR ROADWAYS

Nearest US 1 Mile Marker	Roadway Name	1991 ADT	1991 Reserve Capacity	Vacant Buildable Lots	Potential Increase In ADT
4	Cross Street	6,720	4,880	7	45
5	Fifth Street	1,318	10,282	3	19
5	McDonald Ave/Maloney	10,206	1,394	17	109
6	Key Haven Road	N/A	N/A	184	1178
10	Fourth Street	2,230	7,270	87	557
11	Boca Chica Road	2,400	7,600	16	102
17	Sugarloaf Blvd.	N/A	N/A	245	1,568
21	Blimp Road	N/A	N/A	0	0
21	Drost Drive	968	8,532	200	1,280
23	Spanish Main Drive	1,964	7,536	450	2,880
24	East Caribbean Drive	N/A	N/A	145	928
25	West Shore Drive	1,414	8,086	191	1,222
25	East Shore Drive	378	9,122	95	608
27	Trinidad Rd/West Indies	N/A	N/A	375	2,400
28	Pirates Road	1,659	7,841	145	928
28	Barry Avenue	1,344	8,156	44	282
28	Middle Torch Rd.	N/A	N/A	57	365
28	Little Torch Rd.	N/A	N/A	348	2,227
30	Newfound Blvd.	777	8,723	189	1,210
30	Key Deer Blvd.	5,473	4,027	1,730	11,072
30	Ships Way	1,451	8,049	195	1,248
31	Wilder Road	3,702	5,798	491	3,142
31	Watson Blvd.	1,200	8,300	891	5,702
—	Lytton's Way/Hibiscus	N/A	N/A	107	685
—	Matthews Rd.	500	9,000	227	1,453
—	Avenue B	1,806	7,694	633	4,051
50	Sombrero Beach Road	4,100	7,500	338	2,163
51	Aviation Blvd.	N/A	N/A	208	1,331
53	107th St/Industrial Ave.	N/A	N/A	110	704
53	109th Street	2,310	9,290	16	102
54	Coco Palm Drive	N/A	N/A	53	339
61	Duck Key/Bimini	N/A	N/A	460	2,944
86	Venetian Blvd.	1,494	8,006	254	1,626
89	Seminole Blvd.	1,766	7,734	136	870
90	Woods Avenue	932	8,568	13	83
90	Royal Poinciana Blvd.	1,808	7,692	176	1,126
91	Sunshine Blvd	N/A	N/A	153	979
93	Burton Drive	3,356	6,144	489	3,130
99	Ocean Bay Drive	N/A	N/A	338	2,163
100	Atlantic Blvd	2,654	6,846	45	288
106	CR 905	2,466	7,034	309	1,978
—	Card Sound Road	N/A	N/A	170	1,088
—	Loop Road	N/A	N/A	0	0

N/A - Data not Available

has not yet been funded by the legislature. The last two improvements are TSM improvements on Big Pine Key which will reduce the development constraint imposed by the roadway capacity constraint on US 1. Right-of-way is available in each of these four sections of US 1 to provide for pedestrian-bikeways to be constructed.

Remnants of the old Overseas Highway could be a key component of the future County-maintained roadway system. As parallel roads, these roads provide local traffic with an alternative to US 1 for short trips. In the event of an accident or obstruction, they relieve bottlenecks by providing a bypass around the problem area. They also promote access management, by allowing shared access to US 1 for collector and local roads.

Table 4.20
Estimated Costs of County Road Improvements

Work Type	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
Improvements					
Raise and Widen Card Sound Road	$5,500	$5,500	--	--	--
Other County Roads	$1,327	$1,223	$1,981	$1,185	$725
Total	$6,827	$6,723	$1,981	$1,185	$725

Note: All costs given in thousands of dollars.
Sources: Monroe County Public Works Division, 1992.
Monroe County Roadway/Bicycle Path Plan.

Table 4.21
State Roadway Improvements

Roadway	Section	Project	Year for Construction to Begin	Funding Source	Est. Cost (millions)
US 1	MM 106 - MM 126 (The "18-mile Stretch")	Widen to Four Lanes	1999	FDOT	16.9
US 1	MM 80 - MM 90	Widen to Four Lanes	1999		112.0

Source: Barton-Aschman Associates, Inc., 1991

On the oceanside of Plantation Key and Upper Matecumbe Key, the frontage roads are paved and presently well-traveled by residents. On the bayside of the Middle and Lower Keys, the roads remain unpaved and in places, impassable by car. The currently abandoned old SR-4A on Sugarloaf Key could be connected to CR-941 on Boca Chica and Stock Island to provide a 15-mile ocean-front loop off of US 1. Where the roads are adjacent to wetlands or separated from developable land by US 1, the benefits of roadway improvements may be minimal. However in areas where the road is adjacent to developable land, such as on Lower Matecumbe Key, further improvements may be highly beneficial.

The County needs to consider what role these roads will play in the future roadway network. They could be consumed by an expanding US 1 or they could be developed as a complement to US 1.

In terms of defining an overall concept for U.S. 1 in Monroe County, possible designations as an Intrastate Route, Scenic Route, or Arterial with frequent access were considered. The following discussion summarizes the advantages and disadvantages of Intrastate Route, Scenic Route, and Arterial designations.

As an Intrastate Route, US 1 would serve as a high-speed, high volume, limited access facility. During the 1990 calendar year, the Florida Senate adopted policies requiring the development of the Florida Intrastate Highway System (FIHS). These facilities were to be comprised of limited and controlled access facilities. The principal function of these roadways is to maximize high-speed/high-volume travel within the state on certain facilities. Access to adjacent properties is a subordinate function. The advantages of designating US 1 as an Intrastate Highway are: 1) its eligibility for priority funding, 2) its utility in enhancing hurricane evacuation and 3) the ability to maintain through traffic flow. The disadvantages are: 1) the access restrictions that would be imposed and 2) the requirement to widen all sections to four lanes. Review of these requirements indicated that based upon the current and future use of US 1 by all types of traffic; based on the proposed access classifications; and, based upon the limited potential for four lanes on US 1 in the Lower Keys, it will not be feasible to meet the FIHS criteria for driveway and intersection spacing (660 feet) or median opening (1320 feet). Therefore, unless significant funding is made available to construct separated, exclusive through lane designs for the entire length or a specific segment of US 1, the designation of US 1 in Monroe County as an Intrastate Highway does not appear feasible.

As a Scenic Route, US 1 would serve tourists with slower travel speeds and frequent stops. Discussions held with the Florida Department of Transportation indicated that there is currently no scenic route program in place for this state. Implementing such a program would require legislative approval, additional FDOT administrative responsibility, and an increased level of management responsibility. This would be due to the unique roadside features associated with a scenic highway. One advantage to a Scenic Route designation would be eligibility for special Federal funding. However, disadvantages would include: 1) prohibitions against billboards, 2) restrictions on sign sizes and florescence, and 3) the conflict with the desire for US 1 to accommodate long distance travel.

US 1 exists as an arterial highway throughout Monroe County. As an interrupted arterial, US 1 would contain frequent traffic signals and closely-spaced driveways. The state Highway System Management Act, 1988, established a series of standards and methods for review, approval and

adoption of new access drives to facilities that are part of the State Highway System. Thus, the proposed Access Management Classification on Table 4.23 establish an Arterial Access Concept on US 1 which recognized existing levels of development and also established quantitative guidelines for future access drive spacing.

After reviewing the three concepts for US 1 in Monroe County, it is clear that it will serve as a hybrid of these concepts. It should accommodate moderate travel speeds; it must provide a safe route for hurricane evacuation; and it must encourage uninterrupted flow with low volume access points serving developed areas. FDOT acknowledges that some sections of US 1 will operate with interrupted flow. New traffic signals should only be installed where necessary to minimize the number of new sections which are designated as having interrupted flow. This means that traffic signal spacing of at least one signal every two miles should be maintained, if possible.

4.4.6 Access Management Guidelines for US 1

In any developed area, roadways serve two very important, yet very distinct functions: (1) to provide a means of safe and efficient travel; and (2) to provide access to private property. The issue facing Monroe County is how to balance both of these functions in the face of strong development pressures, the adequate facilities requirements of the comprehensive plan, and the access management rules of the Florida Department of Transportation. It is recognized that maintaining a balance between the right of private property owners to reasonable access and the need for efficient traffic flow is a delicate and important consideration.

In 1988 the Florida Legislature enacted the *State Highway System Access Management Act*. The purpose of this law was to regulate and control the access to the roadway facilities of the State Highway System. The Florida Department of Transportation adopted Rule 14-97, F.A.C., "State Highway System Classification System and Standards," in 1990 to implement the Act. The rule adopted a series of standards and methods upon which to base the approvals of proposed driveways to the State Highway System. These standards were based on a roadway classification system - which classifies roadways based upon their existing urban environment, design, and existing driveway density- also adopted in Rule 14-97, F.A.C. The Sixth District of the FDOT intends to classify all of the roadways within its jurisdiction based on the access management rule. The Department plans to have draft designations, including that of US 1 in Monroe County, completed by June 1992.

A. Minimum Driveway Spacing

The most critical aspect of an access management strategy is the minimum allowable spacing of driveways for a given roadway section. Rule 14-97, F.A.C., requires that the FDOT adopt permanent spacing standards based on a roadway classification standard. These classifications are as follows:

Access Class	Definition
1	Limited access highways, such as interstates and expressways.
2	Highly controlled access facilities distinguished by the ability to serve high speed and high volume traffic over long distances in a safe and efficient manner.
3	Controlled access facilities where direct access to abutting land will be controlled to maximize the operation of the traffic movement. This class will be used where existing land use and roadway sections have not been completely built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways will be planned with restrictive medians and maximum distance between traffic signals and driveway connections.
4	Same as Access Class 3, except median treatments will be non-restrictive.
5	Facilities where existing land use and roadway sections have been built out to a greater extent, and where the probability of major land use change is not as high as in Access Classes 3 and 4. These will be planned with restrictive medians.
6	Same as Access Class 5, except median treatment will be non-restrictive.
7	Reserved for use in highly urbanized areas where land use and roadway sections are built out to the maximum feasible extent, where roadways intent is not to serve high speed travel.

The standards associated with each of these access classifications are summarized in Table 4.22. Based on general observations, US 1 in Monroe County may be classified anywhere between Access Class 2 and 7. Access Class 7 would probably only be applicable to areas within the City of Key West, and urbanized areas with high driveway densities on portions of Stock Island, Marathon, Islamorada, and Plantation Key. The FDOT rules allow for a variety of classifications for the same roadway. Thus the access class for US 1 within Key Largo does not have to be equal to the classification on Bahia Honda.

A review of the corridor was conducted to collect field data related to access classification. A summary of the field data collected along with proposed access management classifications for segments along the entire length of the Overseas Highway (except the portion in the City of Key

West) is presented in Table 4.23. In most cases, the segments defined in Table 4.23 are consistent with the 24 segment definitions previously established by Monroe County.

In order to classify the segments of US 1, using the permanent classifications, a decision rule was established upon which to base the classifications. The parameters of the decision rule were as follows:

Access Class	Median Treatment	Driveway Density (DW/Mile)
2	Either	0 - 3.0
3	Restrictive	3.1 - 12.0
4	Non-Restrictive	3.1 - 12.0
5	Restrictive	12.1 - 40.0
6	Non-Restrictive	12.1 - 40.0
7	Either	40.1 - Conts.

It is Monroe County's intent to submit to the FDOT District 6 office these access classifications for consideration in their on-going survey of the state roads throughout Dade and Monroe Counties.

Table 4.22
FDOT Access Management Classification and Standards

Access Class	**Minimum Connection Spacing**	**Minimum Median Opening Spacing Directional**	**Minimum Median Opening Spacing Full**	**Minimum Signal Spacing**
	(Feet)	(Feet)	(Miles)	(Miles)
1	16,000	N/A	N/A	N/A
2	1,320/660	1,320	0.5	0.5
3	660/440	1,320	0.5	0.5
4	660/440	N/A	N/A	0.5
5	440/245	660	0.5/0.25	0.5/0.25
6	440/245	N/A	N/A	0.25
7	125	330	0.125	0.25
Note: >45MPH/<=45MPH				

Source: Rules of the Department of Transportation Chapter 14-97: State Highway System Access Management Classification System and Standards

Table 4.23 US 1 Existing Conditions and Proposed Access Management Classifications

LOCATION From MM	LOCATION To MM	DIST.	LANES	SPEED LIMIT	MED. TREAT.	MEDIAN CUTS No.	MEDIAN CUTS Density	DRIVEWAYS No.	DRIVEWAYS Density	SIDE STREETS No.	SIDE STREETS Density	PROPOSED ACCESS CLASS
4.0	4.5	0.5	4	35	R	3	6.0	Conts. on East		2	4.0	7
4.5	9.5	5	4	45	R	12	2.4	24	4.8	10	2.0	3
9.5	11.0	1.5	2	45	NR	0	0.0	19	12.7	11	7.3	6
11.0	20.5	9.5	2	55	NR	0	0.0	14	1.5	13	1.4	2
20.5	23.0	2.5	2	45	NR	0	0.0	24	9.6	8	3.2	4
23.0	25.0	2	2	45	NR	0	0.0	Conts. 1/2-mi.		6	3.0	4
25.0	29.5	4.5	2	45	NR	0	0.0	8	1.8	11	2.4	4
29.5	31.0	1.5	2	45	NR	0	0.0	58	38.7	9	6.0	6
31.0	35.0	4	2	45	NR	0	0.0	0	0.0	1	0.3	2
35.0	40.0	5	4	55	R	0	0.0	19	3.8	0	0.0	3
40.0	47.5	7.5	2	50	NR	1	0.1	0	0.0	0	0.0	2
47.5	49.1	1.6	4	40	NR	0	0.0	28	17.5	26	16.2	6
49.1	51.0	1.9	4	45	NR	0	0.0	97	51.1	30	15.8	7
51.0	54.5	3.5	4	45	R	47	13.4	117	33.4	46	13.1	7
54.5	73.0	18.5	2	55	NR	0	0.0	0	0.0	28	1.5	2
73.0	81.1	8.1	2	45	NR	0	0.0	263	32.5	11	1.4	6
81.1	82.0	0.9	2	45	NR	0	0.0	50	55.6	8	8.9	6
82.0	85.5	3.5	2	45	NR	0	0.0	111	31.7	7	2.0	6
85.5	91.3	5.8	2	45	NR	0	0.0	90	15.5	70	12.1	6
91.3	92.0	0.7	4	35	R	13	18.6	53	75.7	14	20.0	7
92.0	93.0	1	2(SB)	45	R	0	0.0	22	22.0	7	7.0	5
92.0	93.0	1	2(NB)	45	R	0	0.0	10	10.0	7	7.0	5
93.0	96.5	3.5	4	50	R	25	7.1	82	23.4	33	9.4	5
96.5	99.5	3	2(SB)	45	R	0	0.0	116	38.7	24	8.0	5
96.5	99.5	3	2(NB)	45	R	0	0.0	81	27.0	24	8.0	5
99.5	106.4	6.9	4	45	R	50	7.2	204	29.6	72	10.4	5
106.4	109.0	2.6	2	45	NR	0	0.0	7	2.7	0	0.0	2
109.0	112.0	3	2	55	NR	0	0.0	1	0.3	0	0.0	2

4.4.7 Traffic Monitoring Program

The methodology for determining level of service will serve to make a determination as to which segments of US 1 will require improvement in the future. This "speed-based" methodology will allow for periodic systemwide assessments of level of service by segment of US 1. In addition, procedures should be maintained for conducting site specific concurrency reviews. To do this, the following recommendations are made.

1. Prior to the issuance of a concurrency determination for a major development, a site specific traffic impact analysis should be prepared by the applicant and reviewed by the County.

2. The traffic analysis for a proposed development should use the intersection capacity analysis methodologies described in the **1985 Highway Capacity Manual** to determine existing and future peak hour levels of service at the signalized and unsignalized intersections adjacent to and near the site. The peak hour analysis will serve as the basis for site-specific concurrency determinations.

3. New travel speed runs along US 1 should be conducted every year to determine the cumulative effects of new development along with background growth along US 1, based on the County-adopted speed-based methodology. If segments are found to be over capacity, proposed development approvals that would impact these segments would be halted until the necessary capacity improvements are implemented.

4.4.8 Alternative Modes of Transportation

As the County's roadway facilities become more congested, alternatives to the traditional highway travel by car will become increasingly important. The County should consider how alternative modes of transportation can be promoted to supplement or boost roadway capacity.

A. Air Transportation

Both Key West International Airport and Marathon Airport will have the capacity to accommodate additional air traffic in the future. Currently Key West International handles 100 flights per day. If additional flights were properly scheduled, the existing facilities could accommodate as many as 200 flights per day. Flights at Marathon Airport could also double, once the planned expansions to the terminal and runway ramp are completed. Marathon currently handles 40 flights per day. Due to constrained runway facilities, neither airport will be able to accommodate larger jets.

The development of an additional County airport in the Upper Keys, as originally considered, appears unlikely at this time. In 1985, after the Port Largo Airport closed, the County initiated a study to site a new airport in the Upper Keys (Post, Buckley, Schuh, and Jernigan, Inc., 1985) However, due to environmental concerns, none of the proposed sites have been permitted by the State.

From the perspective of reducing impacts to US 1, the primary benefit of air travel is a reduction in through traffic. Generally speaking, many of the tourists flying into the Keys rent cars upon arrival to meet their local travel needs.

B. Water Transportation

The County's only port facility is a cruise port consisting of Mallory Square and Pier B in Key West. Through coordination with the Key West Port and Transit Authority (PATA) and the Monroe County Tourist Development Council, this facility could be promoted as means of bringing tourists into the Keys without impacting US 1. Mallory Square and Pier B have the capability of accommodating one vessel per day each. With only 219 vessels expected in 1990, an additional 511 vessels could be accommodated per year in the future.

Key West is currently a port of call, rather than a home port. Several cruise lines have recently expressed interest in establishing Key West as a home port. From the perspective of alternatives to traveling US 1, home port facilities are less desirable. To serve as a departure site, all supplies for the voyage must be loaded in Key West, which in turn would require transport by truck from Miami. Furthermore, cruise passengers must have some means of traveling to the home port, which would lead to additional traffic on US 1.

The Future Traffic Circulation Map identifies the Safe Harbor site on Stock Island as a potential port facility. If developed as a shipping terminal, cargo vessels could be used as an alternative to the trucks that currently move materials to and from Key West.

C. Public Transit

The unique setting of the Florida Keys provides both opportunities and constraints for public transit. Generally speaking, transit systems require significant population densities in order to provide convenient and economical service. While Monroe County is not expecting a population boom within the plan's 20-year horizon, the linear geography of the Keys will confine the growth around US 1, thus forming a natural transit corridor. Given the County's high tourist population and tourists' general reluctance to use transit, any proposed system must be innovative to be effective on a large scale. On a small scale, the county's major employers could establish carpools orvanpools to reduce commuting traffic.

D. Non-motorized Transportation

Citizens attending public workshops on the comprehensive plan expressed support for additional bicycle and pedestrian paths, to be located both along US 1 and collector roads. Strong public support, together with the year-round pleasant climate of the Keys, make bicycling and walking viable alternatives to travel by car, for short trips.

4.4.9 Future Traffic Circulation Map Discussion

As required by Chapter 9J-5, F.A.C., Monroe County's Future Traffic Circulation Map for 2010 (see Map 10.2, Map Document) shows the location and number of lanes for collector and arterial roads. As there are no new airports planned, the map includes the same airports shown on the Existing

Traffic Circulation Map. The future map also shows the proposed port area on Stock Island. There are no limited access facilities, rail lines, or high speed rail lines expected in Monroe County by 2010.

The Future Traffic Circulation Map identifies many collector roads not currently recognized as such by the FDOT. The FDOT functional classification is designed to represent the statewide traffic circulation system and consequently overlooks some of the local dynamics of Monroe County's roadway network. The roads identified as collectors are those expected to serve moderate volumes, trip lengths, and operating speeds. Monroe County intends to propose this system of collector roads to the FDOT for consideration when revisions to the functionally-classified roadway network are considered.

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Appendix

TABLE 4.24
U.S. 1 SIGNALIZED INTERSECTIONS WITH FULL AND FLASHING OPERATION
(excluding Key West)

Mile Marker	Key	Intersecting Street	SIGNAL TYPE EMERG.	SIGNAL TYPE PED/FLASH
FULL OPERATION				
99.5	Key Largo	Atlantic Boulevard		
89.9	Plantation Key	Woods Ave./Coral Shores High School		
53.7	Fat Deer Key	Key Colony Beach Causeway		
52.6	Marathon	109th Street		
52.5	Marathon	107th Street		
50.0	Marathon	Sombrero Beach Road (CR931)		
30.4	Big Pine Key	Key Deer Boulevard		
4.6	Stock Island	MacDonald Avenue		
4.5	Stock Island	Cross Street		
FLASHING OPERATION				
106.4	Key Largo	Northbound Exit of CR-905	X	
104.9	Key Largo	Key Largo Elementary		X
99.2	Key Largo	East Drive/Volunteer Fire Rescue	X	
92.0	Plantation Key	Jo-Jean Way	X	
53.3	Vaca Key	121st St/San Pablo Catholic Church		X
51.7	Vaca Key	89th St. Fire Station	X	
48.8	Vaca Key	Sue M. Moore School		X
17.0	Lower Sugarloaf Key	Sugarloaf Blvd. (CR939)		X
4.9	Stock Island	3rd Street		X

TABLE 4-25
INVENTORY OF US-1

MILE MARKER	KEY	# OF THRU LANES/DESIGN	SPEED LIMIT	TRAFFIC CONTROL DEVICES	% NO PASSING	BIKE PATH	FEATURES
0	Key West	2/U-CG	30	HTS	20%		HTS, US-1 begins: Whitehead @ Fleming
	Key West	"	"	HTS			HTS @ Southard St
	Key West	"	"	HTS			HTS, US-1 continues on Truman Ave
	Key West	"	"	HTS			HTS @ Duval St
	Key West	"	"	HTS			HTS @ Simonton St
	Key West	"	"	HTS			HTS @ Windsor Ln
	Key West	"	"	HTS			HTS @ Grinnell St
	Key West	"	"		10%		@ Francis St
1	Key West	"	"	HTS			HTS, SB bus bay @ White St
	Key West	4/CTL-CG	"	HTS		*	HTS, SB/LT/RT @ Eisenhower (Jose Marti)
	Key West	"	"			*	(Truman Ave becomes N Roosevelt Blvd)
	Key West	"	"			*	SB bus bay @ Garrison Bight
	Key West	"	"			*	@ 1st St (Palm Ave)
	Key West	"	"			*	SB bus bay @ 3rd St
	Key West	"	"	HTS		*	HTS, SB/LT @ McMillen Dr (5th St)
2	Key West	"	"		0%	*	
	Key West	"	"			*	SB/RT @ Shucker's
	bridge	"	35			*	
	Key West	"	"	HTS		*	NB/LT, SB/LT @ Kennedy Dr
3	Key West	"	"		10%	*	NB/RT @ Searstown Shopping Center
	Key West	"	"			*	SB bus bay
4	Key West	"	"	HTS	0%	*	HTS, NB/2LT, SB/2LT/RT yield @ US A-1-A
	Cow Key Ch Br	4/D	30			*	
	Stock Island	"	35			*	NB/LT, SB/RT @ Jr College Rd, Bus Stop
	Stock Island	"	"	HTS		*	HTS, NB/RT, SB/LT, ped cross @ Cross St
	Stock Island	"	"	HTS		*	HTS, NB/RT exit, ped cross @ MacDonald
	Stock Island	"	"			*	SB/LT @ 5th St
	Stock Island	"	45	RTCD		*	RTCD, NB/RT, SB/LT @ 3rd St
5	Stock Island	"	"		0%	*	NB/LT, SB/RT @ Jr College Rd
	Key Haven	"	"			*	NB/RT, SB/LT @ boat ramp
	Key Haven	"	"			*	NB/LT, SB/RT @ Key Haven Blvd
	Enchanted Is	"	55				NB/LT, SB/RT @ Enchanted Island
6	Boca Chica Br	"	"		0%		
	Boca Chica	"	"				NB/RT/ACC, SB/LT @ NAS gate
7	Boca Chica	"	"		0%		
8	Boca Chica	"	"		0%		exits/overpass @ Saratoga Ave-NAS gate
	Rockland	"	"				NB/LT, SB/RT @ Tarmac
	Rockland	"	"				NB/LT, SB/RT @ Alterman
9	E Rockland	"	"		80%		NB/LT, SB/RT @ Rockland Dr
	E Rockland	2/U	"				merge, SB/RT @ Calle Uno St
	Rockland Ch Br	"	"				
	Big Coppitt	"	45				NB/LT, SB/RT @ 4th St
10	Big Coppitt	"	"		60%		NB/RT, SB/LT @ Boca Chica Rd (CR-941)
	Shark	"	"				
11	Shark	"	55		70%		NB/LT, SB/RT/ACC @ Shark Key
	Shark Ch Br	"	"				
12	Saddlebunch	"	"		10%		
	Saddlebunch #5 Br	"	"				

TABLE 4-25
INVENTORY OF US-1
(Continued)

MILE MARKER	KEY	# OF THRU LANES/DESIGN	SPEED LIMIT	TRAFFIC CONTROL DEVICES	% NO PASSING	BIKE PATH	FEATURES
13	Saddlebunch	"	"		30%		
	Saddlebunch #4 Br	"	"				
14	Saddlebunch	"	"		30%		
	Saddlebunch #3 Br	"	"				
	Saddlebunch	"	"				NB/RT @ Blue Water Dr
	Saddlebunch #2 Br	"	"				
	Saddlebunch	"	"				
	Bay Point	"	"				NB/RT @ W & E Circle Dr
15	Saddlebunch	"	"		0%		
	L Sugarloaf Ch Br	"	"				
16	Saddlebunch	"	45		40%		
	Harris Ch Br	"	"				
	L Sugarloaf	"	"				
17	L Sugarloaf	"	"	FB	70%		NB/RT/LT, SB/LT, FB @ Sugarlf (CR-939)
	Harris Gap Ch Br	"	"				
	L Sugarloaf	"	55				
	N Harris Ch Br	"	"				
18	Park	"	"		40%		
	Park Ch Br	"	"				
19	U Sugarloaf	"	"		40%		NB/LT, SB/RT @ Crane Blvd
	U Sugarloaf	"	"				NB/RT/ACC @ Johnson Rd to Old SR-4A
20	U Sugarloaf	"	"		50%		
	Bow Ch Br	"	"				
	Cudjoe	"	"				
21	Cudjoe	"	"				NB/RT @ Drost Dr
	Cudjoe	"	"				NB/RT @ Sawyer Dr to Colson Dr
	Cudjoe	"	"				NB/LT @ Landfill Rd
22	Cudjoe	"	"		30%		NB/RT @ Pirate Rd (unmarked)
	Cudjoe	"	"				NB/RT @ Cutthroat Dr
	Cudjoe	"	45				
23	Cudjoe	"	35		40%		NB/RT/ACC, SB/LT/ACC Spanish Main Dr
	Cudjoe	"	45				
	Kemp Ch Br	"	55				
	Summerland	"	"				NB/RT @ fishing area
24	Summerland	"	"		90%		NB/RT @ Henry St
	Summerland	2/CTL	45				
	Summerland	"	"				NB/RT @ Carribean Dr
	Summerland	"	"				NB/LT, SB/RT @ Horace St
	Summerland	"	"				NB/RT, SB/LT @ W Shore Dr
25	Summerland	2/U	55		60%		
	Summerland	"	"				SB/LT @ E Shore Dr
	Niles Ch Br	"	"				
26	Niles Ch Br	"	"		50%		
	Ramrod	"	"				SB/RT @ Mako Dr
27	Ramrod	"	"		10%		SB/RT @ Coral Ave
	Ramrod	"	"				NB/RT @ Trinidad Ln
	Torch Ramrod Ch Br	"	"				
	Middle Torch	"	"				SB/RT @ Middle Torch Rd

TABLE 4-25
INVENTORY OF US-1
(Continued)

MILE MARKER	KEY	# OF THRU LANES/DESIGN	SPEED LIMIT	TRAFFIC CONTROL DEVICES	% NO PASSING	BIKE PATH	FEATURES
	Torch Ch Br	"	"				
28	Little Torch	"	"		60%		NB/LT, SB/RT @ SR-4A
	Little Torch	"	"				NB/RT, SB/RT @ Pirates Rd/Barry Ave
	S Pine Ch Br	"	"				
29	fill	"	"		50%		
	N Pine Ch Br	"	45				
	Big Pine	"	"			*	Ships Way
	Big Pine	"	"			*	NB/RT, SB/LT Newfound Harbor Rd
	Big Pine	2/CTL	"			*	SB/RT @ Scotty's
30	Big Pine	2/U	"	HTS	100%	*	NB/LT, SB/RT/LT @ K Deer Blvd/Chapman
	Big Pine	"	"			*	SB/RT @ Cunningham Ln
	Big Pine	"	"			*	NB/LT, SB/RT @ County Rd
31	Big Pine	"	"		90%		
32	Big Pine	"	"		100%		
	Big Pine	"	"				NB/RT/ACC, SB/LT @ Long Beach Dr
33	Spanish Harbor Br	"	"		20%		
	W Summerland	"	"				SB/RT @ boat ramp
34	W Summerland	"	55		20%		
35	W Summerland	4/D	"		0%		
	Bahia Honda Br	"	"				
36	Bahia Honda Br	"	"		0%		
	Bahia Honda	"	"				NB/RT/ACC, SB/LT/ACC @ State Park
37	Bahia Honda	2/U	"		10%		merge
38	Bahia Honda	"	"		50%		
	Ohio Bahia Honda Ch Br	"	"				
	Ohio	"	"				NB/LT, SB/RT @ Sunshine Key
39	Ohio Missouri Ch Br	"	"		20%		
	Missouri	"	"				
	L Duck Missouri Ch Br	"	"				
	L Duck	"	50				NB/RT @ Veterans Memorial Park
	L Duck	"	"				SB/RT @ boat ramp
40	7 Mile Br	"	"		40%		
41	7 Mile Br	"	"		0%		
42	7 Mile Br	"	"		0%		
43	7 Mile Br	"	"		30%		
44	7 Mile Br	"	"		20%		
45	7 Mile Br	"	"		0%		
46	7 Mile Br	"	"		10%		
	Knight	"	"				NB/RT @ Knght Key Campground
47	Knight	"	45		20%	*	
	Vaca	4/U	40			*	merge @ 15th St
48	Vaca	"	"		0%	*	
49	Vaca	"	"	HTS	0%	*	HTS @ Sue Moore School
	Vaca	"	"			*	NB/RT @ Fisherman's Hospital
	Vaca	4/CTL-CG	"			*	@ 37th St
	Vaca	"	"			*	SB/RT @ 39th St
	Vaca	"	"			*	SB/RT @ 41st St
	Vaca	"	"			*	SB/LT @ 53rd St

TABLE 4-25
INVENTORY OF US-1
(Continued)

MILE MARKER	KEY	# OF THRU LANES/DESIGN	SPEED LIMIT	TRAFFIC CONTROL DEVICES	% NO PASSING	BIKE PATH	FEATURES
50	Vaca	"	45	HTS	0%	*	NB/RT, SB/LT @ Sombrero Bch Rd (CR-931)
	Vaca	4/D-LT-CG	"			*	@ Aviation Blvd
51	Vaca	"	"	RTCD	0%	*	@ 89th St (Fire Station)
52	Vaca	"	"	HTS		*	@ 107th St
	Vaca	"	"	HTS		*	@ 109th St
	Vaca	"	40			*	
53	Vaca Cut Br	"	"			*	
	Fat Deer	"	"	RTCD		*	ped cross @ 121st St (San Pablo Church)
	Fat Deer	"	"	HTS		*	NB/RT, SB/LT @ Key Colony Bch Causeway
54	Fat Deer	"	45		20%	*	
	Fat Deer	"	"			*	@ Cocoa Plum Dr
	Fat Deer	2/U	55				merge
55	Fat Deer	"	"		0%		
56	Fat Deer	"	"		0%		NB/RT @ Banana Blvd
57	Grassy	"	"		20%		
	Grassy	"	"				SB/RT @ Kyle Ave
	Grassy	"	"				SB/RT @ Peachtree to Tropical Ave
58	Grassy	"	"		0%		
	Grassy	"	"				SB/RT @ Guava Ave
59	Grassy	"	"		30%		
	Grassy	"	"				SB/RT @ Dorsett Dr to Jol Roger Trvl P
60	Toms Harbor Ch Br	"	"		40%		
61	Duck	2/D	"		50%		NB/RT, SB/LT @ Duck Key Dr
	Duck	2/U	"				
	Toms Harbor Cut Br	"	"				
62	Walkers Island	"	"		40%		
	Conch	"	"				
63	Conch	"	"		0%		NB/LT, SB/LT @ Conch Ave
	Long Key Br	"	"				
64	Long Key Br	"	"		0%		
65	Long Key Br	"	"		20%		
	Long	"	"				NB/LT, SB/RT @ Outdoor Resorts
66	Long	"	"		10%	*	
67	Long	"	"		50%	*	NB/RT, SB/LT @ State Park
68	Long	"	45		40%	*	NB/RT @ Long Key Lake Rd
	Long	"	"			*	NB/RT @ Zane Grey Creek Rd
	Long	"	"			*	NB/RT @ Layton Dr
	Long	"	55				
69	Long	"	"		30%		
	Long	"	"				SB/RT @ Bird Marina
70	Fiesta	"	"		30%		SB/RT @ KOA Campground
	Channel 5 Br	"	"				
71	Channel 5 Br	"	"		100%		
	Craig	"	"				
72	Craig	"	"		20%		
	Channel 2 Br	"	"				
73	L Matecumbe	"	"		40%		SB/RT @ fishing area
	L Matecumbe	"	"				SB/LT @ Caloosa Cove Resort

TABLE 4-25
INVENTORY OF US-1
(Continued)

MILE MARKER	KEY	# OF THRU LANES/DESIGN	SPEED LIMIT	TRAFFIC CONTROL DEVICES	% NO PASSING	BIKE PATH	FEATURES
	L Matecumbe	"	"				NB/LT, SB/RT @ Tollgate Blvd
	L Matecumbe	"	"				NB/RT, SB/LT @ Iroquois Dr
74	L Matecumbe	"	"		90%		NB/LT, SB/LT @ Palm Dr
	L Matecumbe	2/CTL	"				
	L Matecumbe	2/U	"				NB/LT, SB/RT @ Gulfview Dr
	L Matecumbe	"	"				NB/LT, SB/RT @ Sandy Cove Ave
75	L Matecumbe	"	"		0%		
76	L Matecumbe	"	"		20%		NB/RT @ Atlantic Ln
	L Matecumbe	"	"				NB/RT, SB/LT @ Columbus Dr
77	L Matecumbe	"	"		70%		
	Lignum Vitae Ch Br	"	"				
78	fill	"	"		10%		
	Indian Key Ch Br	"	"				
	Indian Key fill	"	"				SB/RT @ State Park tour boat landing
79	Indian Key fill	"	"		60%		
	Tea Table Ch Br	"	"				
	Tea Table	"	45				
	Tea Table Relief Br	"	"				
80	U Matecumbe	"	"		0%		NB/RT @ Time for Ribs restaurant
	U Matecumbe	"	"				SB/RT @ Sand Pebbles Condo
81	U Matecumbe	"	"		80%		
	U Matecumbe	2/CTL	"				S of Jerome Ave (near Green Turtle Inn)
82	U Matecumbe	2/U	"		20%		@ Madeira Ave
83	U Matecumbe	"	"		90%		
	U Matecumbe	"	"				NB/RT @ Whale Harbor Resort
	Whale Harbor Ch Br	"	"				
84	Windley	2/RTC-LTC	"		100%		NB/RT @ Holiday Isle Resort to C-905
85	Windley	2/U	"		90%		SB/LT @ Theatre of the Sea
	Windley	"	"				SB/RT @ Richmonds Landing Marina
	Snake Creek Drawbr	"	"				
86	Plantation	"	"		90%		NB/RT @ Weigh Station
	Plantation	"	"				NB/LT, SB RT @ Venetian Blvd
	Plantation	"	"				SB/LT @ Weigh Station
	Plantation	"	"				NB/RT @ Ragged Edge Resort
	Plantation	2/H	"				NB/RT, SB/LT @ E Ridge Rd
87	Plantation	"	"		100%		NB/LT, SB/RT @ PK Yacht Harbor Resort
	Plantation	"	"				NB/LT, SB/RT @ Executive Bay Condo
	Plantation	"	"				NB/RT @ CR-905
	Plantation	"	"				NB/RT @ CR-905
	Plantation	"	"				SB/RT @ Orange Ln to St James Church
88	Plantation	2/CTL	"		100%		SB/RT @ Plantation Blvd
	Plantation	"	"				SB/RT @ Summer Sea to Future Yacht Club
	Plantation	"	"				SB/RT @ Monroe Dr
	Plantation	"	"				SB/RT @ Key Heights Dr
	Plantation	"	"			*	SB/RT @ High Point Rd
	Plantation	"	"			*	@ Madeira Rd
89	Plantation	"	"		100%	*	SB/RT @ Indian Mound Trail
	Plantation	"	"			*	SB/RT Seminole Blvd

TABLE 4-25
INVENTORY OF US-1
(Continued)

MILE MARKER	KEY	# OF THRU LANES/DESIGN	SPEED LIMIT	TRAFFIC CONTROL DEVICES	% NO PASSING	BIKE PATH	FEATURES
	Plantation	"	"			*	NB/LT, SB/RT @ Caloosa St
	Plantation	2/H	"			*	@ San Pedro Church
90	Plantation	2/U	"	HTS	90%	*	NB/LT/RT, SB/LT/RT @ Coral Shores HS
	Plantation	"	"			*	NB/RT @ Fontaine Dr
	Plantation	"	"			*	SB/RT @ Royal Poinciana Blvd
	Plantation	"	"				NB/RT @ Bessie Rd
	Plantation	"	"				SB/RT @ Sunshine Rd
	Plantation	"	"				NB/RT @ Tropical Cafe
	Plantation	"	"				SB/RT @ Tavernier Creek Marina
	Tavernier Creek Br	"	"				
	Key Largo	"	"				
91	Key Largo	"	"		40%		NB/LT, SB/RT @ Shopping Center
	Key Largo	4/D-LT	"				
	Key Largo	"	"	RTCD			@ Jo Jean Way
92	Key Largo	"	"		0%	*	NB/RT @ Burton Dr
	Key Largo	"	"			*	
93	Key Largo	"	"		0%	*	
94	Key Largo	4/D	50		0%	*	
	Key Largo	"	"			*	SB/LT @ Lime St
95	Key Largo	"	"		0%	*	NB/LT @ S Bay Harbor Dr
	Key Largo	"	"			*	SB/LT @ Mockingbird Rd
	Key Largo	"	"			*	NB/RT @ S Diamond Ave
96	Key Largo	"	"		0%	*	NB/RT @ N Diamond Ave
	Key Largo	"	"			*	NB/LT, SB/LT @ Peter Pan Parkway
	Key Largo	"	"			*	NB/LT, SB/LT @ Buttonwood Bay Condo
	Key Largo	"	"			*	bike/ped crossing
97	Key Largo	"	"		0%	*	
	Key Largo	"	45/50			*	
98	Key Largo	"	"			*	
99	Key Largo	"	45	RTCD	0%	*	@ East Dr
	Key Largo	"	"	HTS		*	@ Atlantic Blvd (Waldorf Shpg Center)
	Key Largo	"	"			*	SB/LT @ Ocean Dr
100	Key Largo	"	"		0%	*	SB/LT @ Magnolia St
	Key Largo	"	"			*	NB/LT @ Sunset Blvd
101	Key Largo	"	50/45		0%	*	SB/LT @ Hibiscus Ln
	Key Largo	"	"			*	NB/RT @ Arby's
	Key Largo	"	"			*	NB/LT/RT, SB/LT @ Tradewinds Shpg Cntr
	Key Largo	"	"			*	SB/LT @ Michelle Dr
102	Key Largo	"	"		0%	*	SB/LT @ Mahogany Dr
	Key Largo	"	"			*	NB/LT @ Bunky St
	Key Largo	"	"			*	NB/RT, SB/LT @ John Pennekamp SP
	Key Largo	"	"			*	NB/LT @ Tropical Ln
103	Key Largo	"	"		0%	*	NB/LT, SB/LT @ Snapper (Centre Shp Cntr)
	Key Largo	"	"			*	Marvin Adams Waterway Br
	Key Largo	"	"			*	NB/LT, SB/LT @ Ave B
104	Key Largo	"	"		0%	*	SB/LT @ Taylor Dr
	Key Largo	"	"			*	NB/RT @ Key Largo Elementary
	Key Largo	"	"			*	NB/RT @ Key Largo Elementary

TABLE 4-25
INVENTORY OF US-1
(Continued)

MILE MARKER	KEY	# OF THRU LANES/DESIGN	SPEED LIMIT	TRAFFIC CONTROL DEVICES	% NO PASSING	BIKE PATH	FEATURES
105	Key Largo	"	"		0%	*	NB/LT @ Winn Dixie
106	Key Largo	"	45	RTCD	20%	*	NB exit @ C-905
	Key Largo	"	"				SB/LT @ C-905
	Key Largo	"	"				merge
	Key Largo	2/U	"				NB/LT @ Summerland Rd
107	Key Largo	"	"		60%		
	Jewfish Creek Drawbr	"	"				
	Cross	"	"				
108	Cross	"	"		10%		
	Cross	"	55				
109	Cross	"	"		60%		
110	Cross	"	"		0%		
111	Cross	"	"		10%		
112	Cross	"	"		50%		NB/LT @ boat ramp
	Dade County	"	"				Dade County Line
113	Dade County	"	"				
114	Dade County	"	"				
115	Dade County	"	"				
	Dade County	4/U	"				merge
	Dade County	"	"				passing zone
	Dade County	"	"				merge
116	Dade County	2/U	"				
	Canal Drawbridge	"	"				canal drawbridge
117	Dade County	"	"				
118	Dade County	"	"				
119	Dade County	"	"				
120	Dade County	"	"				
	Dade County	4/U	"				merge
121	Dade County	"	"				passing zone
	Dade County	"	"				merge
	Dade County	2/U	"				
122	Dade County	"	"				
123	Dade County	"	"				NB/RT/ACC @ FL Rock & Sand Co
124	Dade County	"	"				
125	Dade County	"	"				
126	Dade County	"	"				
	Dade County	4/D-LT	"				
	Dade County	"	"				NB/RT/ACC, SB/LT @ Card Sound Rd
	Dade County	"	45				

Source: Monroe County Growth Management Division, 1990.

See the following page for a key to abbreviations and symbols.

TABLE 4-25
INVENTORY OF US-1
(Continued)

MILE MARKER	KEY	# OF THRU LANES/DESIGN	SPEED LIMIT	TRAFFIC CONTROL DEVICES	% NO PASSING	BIKE PATH	FEATURES

ABBREVIATIONS AND SYMBOLS

LANES/DESIGN

2/U = 2 lanes undivided
2/U-CG = 2 lanes undivided with curb & gutter
2/D = 2 lanes divided
2/H = 2 lanes + hatched median
2/CTL = 2 lanes + bidirectional center turn lane
2/RTC-LTC = 2 lanes + continuous right and left turn lanes
4/U = 4 lanes undivided
4/D = 4 lanes divided
4/D-LT = 4 lanes divided with left turn storage
4/CTL-CG = 4 lanes + bidirectional center turn lane with curb & gutter
4/D-LT-CG = 4 lanes divided with left turn storage with curb & gutter

SPEED LIMIT

45/50 = Northbound 45 mph, southbound 50 mph
50/45 = Northbound 50 mph, southbound 45 mph

TRAFFIC CONTROL DEVICES

FB = Flashing beacon
HTS = Highway traffic signal
RTCD = Regulatory traffic control device

FEATURES

ACC = Acceleration lane
FB = Flashing beacon
HTS = Highway traffic signal
LT = Left turn storage
NB = Northbound
RT = Right turn lane
RTCD = Regulatory traffic control device
SB = Southbound
* = Bike path

TABLE 4-26
EXISTING (1987) FDOT ROADWAY FUNCTIONAL CLASSIFICATION

ROADWAY NAME	COUNTY/ STATE/ FEDERAL #	ROADWAY SEGMENT	MAINTENANCE JURISDICTION	FUNCTIONAL CLASS	LENGTH (MILES)
Roosevelt/Truman/ Whitehead St.	SR-5/US-1	Fleming St to Stock Island	FDOT	U-PA	4.531
Overseas Highway	SR-5/US-1	Stock Island to Boca Chica	FDOT	U-PA	13.655
Overseas Highway	SR-5/US-1	Palm Island Dr. to 0.947 mi E of 122nd St.	FDOT	U-PA	6.220
Overseas Highway	SR-5/US-1	0.814 mi N of Estal St. to 0.303 mi N of CR-905	FDOT	U-PA	9.324
S Roosevelt Blvd.	SR-A1A	Bertha St. to US-1	FDOT	U-PA	2.935
Thomas St.		Catherine St. to Fleming St.	Key West	U-C	0.568
Fleming St.		Thomas St. to White St.	Key West	U-C	0.800
Southard St.		Thomas St. to White St.	Key West	U-C	0.700
South St.		Whitehead St. to White St.	Key West	U-C	0.710
United St.		Whitehead St. to George St.	Key West	U-C	1.200
George St.		Flagler Ave. to N. Roosevelt Blvd.	Key West	U-C	0.409
Duval St.		South St. to Truman Ave.	Key West	U-C	0.368
Reynolds St.		Flagler Ave. to South St.	Key West	U-C	0.150
Whitehead/Front St.		Eaton St. to Duval St.	Key West	U-C	0.370
Duval St.		Eaton St. to Front St.	Key West	U-C	0.340
White St.		Atlantic Blvd. to Southard St.	Key West	U-C	1.100
Atlantic Blvd.		White St. to Bertha St.	Key West	U-C	0.600
Sigsbee Rd.		N. Roosevelt Blvd. to Gilmore St.	Key West	U-C	0.600
MacMillan Dr.		Flagler Ave. to N. Roosevelt Blvd.	Key West	U-C	0.284
7th St.		Flagler Ave. to N. Roosevelt Blvd.	Key West	U-C	0.500
14th St.		Flagler Ave. to N. Roosevelt Blvd.	Key West	U-C	0.600
Northside Dr./20th St.		Flagler Ave. to Kennedy Dr.	Key West	U-C	1.300
Flagler Ave.		White St. to Bertha St.	Key West	U-C	0.533
Whitehead St.		South St. to Truman Ave.	Key West	U-C	0.290
Jr. College Rd.		US-1 to US-1	Key West	U-C	1.360
3rd/4th Ave.		5th St. to Maloney Ave.	Monroe Co	U-C	0.510
5th St.		MacDonald to Cow Key	Monroe Co	U-C	0.896
MacDonald/Maloney Ave.		Peninsular Ave. to US-1	Monroe Co	U-C	1.149
Key Haven Rd.		US-1 to Evergreen Ave.	Monroe Co	U-C	0.684
Boca Chica Rd	CR-941	W to E and N	Monroe Co	U-C	5.600
20th St.	CR-931	US-1 to Corte Rd.	Monroe Co	U-C	0.280
Sombrero Beach Rd.	CR-931	US-1 to Corte Rd.	Monroe Co	U-C	2.140
Aviation Blvd.		US-1 to US-1	Monroe Co	U-C	1.800
Sadowski Causeway		US-1 to S	Key Colony B	U-C	1.000
Ocean Dr.		E to W	Key Colony B	U-C	0.900
Cocoa Plum Dr.		US-1 to S, SW, NE	Monroe Co	U-C	2.018
CR-905	CR-905	US-1 to 0.32 mi N of US-1	Monroe Co	U-C	0.320
Duval St.		Roosevelt to Eaton St.	Monroe Co	U-mA	0.483
Flagler Ave.		Bertha St. to S. Roosevelt Blvd.	Monroe Co	U-mA	1.981
Whitehead St.		Fleming St. to Eaton St.	Monroe Co	U-mA	0.100
Eaton St.		Whitehead St. to Palm Ave.	Monroe Co	U-mA	0.832
Palm St.		Eaton St. to N. Roosevelt Blvd.	Monroe Co	U-mA	0.429
1st St.		Flagler Ave. to N. Roosevelt Blvd.	Monroe Co	U-mA	0.385
Bertha St.		Flagler Ave. to S. Roosevelt Blvd.	Monroe Co	U-mA	0.387

TABLE 4-26
EXISTING (1987) FDOT ROADWAY FUNCTIONAL CLASSIFICATION

ROADWAY NAME	COUNTY/ STATE/ FEDERAL #	ROADWAY SEGMENT	MAINTENANCE JURISDICTION	FUNCTIONAL CLASS	LENGTH (MILES)
Overseas Highway	SR-5/US-1	Boca Chica to 0.947 mi W of Parrish Ave.	FDOT	R-PA	28.593
Overseas Highway	SR-5/US-1	0.947 mi E of 122nd St. to 0.814 mi N of Estal St.	FDOT	R-PA	42.843
Overseas Highway	SR-5/US-1	0.303 mi N of Jct. CR-905 to Dade County Line	FDOT	R-PA	5.870
Sugarloaf Blvd.	CR-939	US-1 to US-1	Monroe Co	R-MC	6.600
Loop Rd.	CR-94	Collier County Line to Dade County Line	Monroe Co	R-MC	16.400
Bluewater Dr.	CR-9617	US-1 to S, N	Monroe Co	R-mC	0.917
CR-939A	CR-939A	Sugarloaf Channel to CR-939	Monroe Co	R-mC	2.480
Sugarloaf Key	CR-939	US-1 to N	Monroe Co	R-mC	3.132
Blimp/Dump Rd		US-1 to N	Monroe Co	R-mC	1.948
Szydio Rd.		S, N to US-1	Monroe Co	R-mC	1.256
Middle Torch Rd.		US-1 to Big Torch Key Rd.	Monroe Co	R-mC	2.992
Little Torch Key	CR-4A	US-1 to N	Monroe Co	R-mC	1.618
Key Deer Blvd.	CR-940	US-1 to N	Monroe Co	R-mC	3.423
Watson Blvd.	CR-940	Pine Channel to No Name Key	Monroe Co	R-mC	4.470
20th St.	CR-931	Boot Key Bridge To Corte Rd	Monroe Co	R-mC	2.140
Norton/Kyle/Peachtree /Guava		US-1 to NW, SW, NE	Monroe Co	R-mC	1.514
Duck Key/Bimini/E&W /Seaview/N&S Indies		US-1 to S, N	Monroe Co	R-mC	0.508
Card Sound Rd.	CR-905	0.32 mi N of Jct. US-1 to Ocean Reef Resort	Monroe Co	R-mC	10.909
Card Sound Rd.	CR-905A	CR-905 to Dade County Line	Monroe Co	R-mC	5.000

U-PA = Urban Principal Arterial
U-mA = Urban Minor Arterial
U-C = Urban Collector

R-PA = Rural Principal Arterial
R-MC = Rural Major Collector
R-mC = Rural Minor Collector

Note: Inventory excludes local roads.
Source: FDOT, 1990.

TABLE 4.27
EXISTING US 1 CORRIDOR RIGHT-OF-WAY

	MM		Station		R.O.W. (ft.)		
Key	From	To	From	To	US 1	Other	Total
Key West at US 1/North Roosevelt Blvd.	3.98	4.07	20+33.17	25	266		266
Cow Key Channel Bridge	4.07	4.26	25	35	400		400
Stock Island	4.26	5.11	35	80	200		200
Key Haven/Raccoon Key	5.11	6.05	80	129+74.55	400		400
Boca Chica Channel Bridge	6.05	6.52	110+67	135+40.25	400		400
South End of Boca Chica	6.52	6.81	155+70.21	171+00	400		400
Boca Chica Key	6.81	6.90	171	176	150		150
Boca Chica Key	6.90	7.70	176	218	150		150
Boca Chica Key	7.70	7.91	218	229	200		200
Boca Chica Key	7.91	8.31	229	250	200		200
Boca Chica Key	8.31	8.46	250	258	200/150		200/150
Rockland Key	8.46	9.16	258	295	150		150
Rockland Key	9.16	9.53	295	314+68.46	300/200		300/200
Rockland Channel Bridge	9.53	9.62	30+00	35	400		400
Big Coppitt Key	9.62	9.76	35	42+30.54	300		300
Big Coppitt Key	9.76	10.21	42+30.54	66+26.25	200		200
Big Coppitt Key	10.21	10.30	66+26.25	71+00	150		150
Big Coppitt Key	10.30	10.83	71	99	100		100
Big Coppitt Key	10.83	11.17	99	117	400		400
Big Coppitt Key	11.17	11.25	117	121	320		320
Shark Channel Bridge	11.25	11.80	121	150	400		400
Saddlebunch Keys	11.80	11.86	150	153	330		330
Saddlebunch Keys	11.86	11.99	153	160	400		400
Saddlebunch Keys	11.99	12.07	160	164	250		250
Saddlebunch Keys	12.07	12.40	164	181+50	110		110
Saddlebunch Keys	12.40	12.59	181+50	191+50	270/336		270/336
Saddlebunch No. 5 Channel Bridge	12.59	12.88	191+50	206+75	400		400
Saddlebunch Keys	12.88	13.01	206+75	213+80	194		194
Saddlebunch Keys	13.01	13.07	213+80	217+00	250		250
Saddlebunch No. 4 Channel Bridge	13.07	13.37	217+00	232+80	400		400
Saddlebunch Keys	13.37	13.43	232+80	236+00	300		300
Saddlebunch Keys	13.43	13.72	236+00	251+30.16	150		150
Saddlebunch Keys	13.72	14.09	251+30.16	271+00	200		200
Saddlebunch No. 3 Channel Bridge	14.09	14.26	271	280	400		400
Saddlebunch Keys	14.26	14.37	280	286	180		180
Saddlebunch No. 2 Channel Bridge	14.37	14.81	286	309	400		400
Saddlebunch Keys	14.81	14.89	309	313	250		250
Saddlebunch Keys	14.89	15.02	313	320	175		175
Lower Sugarloaf Channel Bridge	15.02	16.09	320	376+61.00	400		400
Fill	16.09	16.10	376+61.00	377+00	260		260
Fill	16.10	16.26	377	386	120		120
Harris Channel Bridge	16.26	16.53	386	400	400		400
Lower Sugarloaf Key	16.53	16.59	400	403	300		300
Lower Sugarloaf Key	16.59	16.98	403	423+50.52	100		100
Lowre Sugarloaf Key	16.98	17.20	423+50.52	435+00	200		200
Lower Sugarloaf Key	17.20	17.26	435	438	150		150
Lower Sugarloaf Key	17.26	17.43	438	447	170		170
Lower Sugarloaf Key	17.43	17.49	447	450	320		320

TABLE 4.27
EXISTING US 1 CORRIDOR RIGHT-OF-WAY

Key	MM		Station		R.O.W. (ft)		
	From	To	From	To	US 1	Other	Total
Harris Gap Channel and N. Harris Bridges	17.49	17.76	450	464	400		400
Park Key	17.76	17.81	464	466+50	320		320
Park Key	17.81	17.97	466+50	475+00	170/110		170/110
Park Key	17.97	18.63	475	510	110/190		110/190
Park Channel Bridge	18.63	19.02	510+00	530+50	400		400
Upper Sugarloaf Key	19.02	19.20	530+50	540+00	140/100		140/100
Upper Sugarloaf Key	19.20	19.91	540+00	577+72.98	100		100
Upper Sugarloaf Key	19.91	20.17	577+72.98	591+00	200		200
Bow Channel Bridge	20.17	20.61	591	614	466		466
Cudjoe Key	20.61	20.78	614	623	200		200
Cudjoe Key	20.78	20.97	623+00	633+14.84	216		216
Cudjoe Key	20.97	22.76	633+14.84	727+68.37	166		166
Cudjoe Key	22.76	23.13	727+68.37	747+00	235		235
Kemp Channel Bridge	23.13	23.79	747	782	466		466
Summerland Key	23.79	23.97	782+00	791+30.97	150		150
Summerland Key	23.97	25.32	791+30.97	862+50	166		166
Niles Channel Bridge	25.32	26.41	862+50	920+00	466		466
Ramrod Key	26.41	26.49	920	924	250	66	316
Ramrod Key	26.49	26.68	924	934	170/110		170/110
Ramrod Key	26.68	26.80	934+00	939+81.17	110		110
Ramrod Key	26.80	27.06	939+81.17	953+34.03	100		100
Ramrod Key	27.06	27.55	953+34.03	979+00	150		150
Ramrod Key	27.55	27.61	979	982	316		316
Torch Ramrod Channel and Torch Channel Bridges	27.61	28.14	982	1010	466		466
Little Torch Key	28.14	28.18	1010	1012	366		366
Little Torch Key	28.18	28.58	1012+00	1033+05.17	200		200
South Pine Channel Bridge	28.58	29.63	1033+05.17	1089+00	400		400
Big Pine Key	29.63	29.76	1089+00	1095+42.43	165/100		165/100
Big Pine Key	29.76	29.84	1095+42.43	1099+44.68	100		100
Big Pine Key	29.84	30.59	1099+44.68	1139+63.22	200		200
Big Pine Key	30.59	30.94	1139+63.22	1158+00	100		100
Big Pine Key	30.94	32.82	1158	1257	100		100
Big Pine Key	32.82	33.02	1257+00	1267+64	125/305		125/305
Spanish Harbor Bridge	33.02	33.81	1267+64	1309+68.37	400		400
Spanish Harbor Bridge	33.81	34.16	9+99.85	28+30	400		400
West Summerland Key	34.16	34.24	28+30	32+30	250/400		250/400
West Summerland Key	34.24	34.87	32+30	65+57.70	100		100
West Summerland Key	34.87	34.91	65+57.70	67+50.33	150		150
West Summerland Key	34.91	34.96	67+50.33	70+15	220		220
Bahia Honda Channel Bridge	34.96	35.06	70+15	75+85.33	400		400
Bahia Honda Channel Bridge	35.06	35.20	75+85.33	83+50	300		300
Bahia Honda Channel Bridge	35.20	36.55	83+50	154+85	400		400
Bahia Honda Channel Bridge	36.55	36.57	154+85	155+75	300/400		300/400
Bahia Honda Key	36.57	36.76	155+75	165+80	300		300
Bahia Honda Key	36.76	37.23	165+80	190+80	150		150
Bahia Honda Key	37.23	38.26	190+80	245+00	100		100
Ohio/Bahia Honda Channel Bridge	38.26	38.56	245+00	260+70	400		400
Ohio Key	38.56	38.61	260+70	263+35	200/400		200/400
Ohio Key	38.61	38.94	263+35	280+65	200		200

TABLE 4.27
EXISTING US 1 CORRIDOR RIGHT-OF-WAY

Key	MM		Station		R.O.W. (ft.)		
	From	To	From	To	US 1	Other	Total
Ohio-Missouri and Missouri-Little Duck Bridges	38.94	40.07	280+65	340+57.39	400		400
7-Mile Bridge	40.07	46.87	340+57.39				
North End 7-Mile Bridge	46.87	46.89	0+00	1+00	400		400
Knight Key	46.89	46.96	1	5	360		360
Knight Key	46.96	47.05	5	9	360/210		360/210
Knight Key	47.05	47.34	9	25	210		210
Knight Key	47.34	47.56	25+00	36+45	400		400
Knight Key	47.56	47.62	36+45	39+39.08	250		250
Knight Key	47.62	47.68	39+39.08	43+00	205		205
Knight Key	47.68	47.76	43	47	400		400
Vaca Key	47.76	47.88	47+00	53+23.86	100		100
Vaca Key	47.88	48.02	53+23.86	60+55.66	166		166
Vaca Key	48.02	48.21	60+55.66	71+00	100		100
Vaca Key	48.21	48.50	71	86	166		166
Vaca Key	48.50	49.04	86+00	114+44.96	100		100
Vaca Key	49.04	49.11	114+44.96	118+28.67	166		166
Vaca Key	49.11	49.17	118+28.67	121+28.83	100		100
Vaca Key	49.17	50.91	121+28.83	213+00	166		166
Vaca Key	50.91	53.05	213+00	326+22	166		166
Vaca Cut Bridges	53.05	53.14	326+22	331+30	400		400
South End of Fat Deer	53.14	53.31	331+30	340+00	166		166
Fat Deer Key	53.31	53.33	340	341	166/100		166/100
Fat Deer Key	53.33	53.46	341	348	100		100
Fat Deer Key	53.46	54.16	348	385	166		166
Fat Deer Key	54.16	56.69	385+00	518+67	166		166
Long Point Key	56.69	57.14	518+67	542+17	400		400
South End of Grassy Key	57.14	57.21	542+17	546+00	166		166
Grassy Key	57.21	57.43	596+00	557+50	216		216
Grassy Key	57.43	58.57	557+50	617+50	166	30	196
Grassy Key	58.57	58.82	617+50	631+00	125	30	155
Grassy Key	58.82	58.92	631	636	125		125
Grassy Key	58.92	58.95	636	638	200		200
Grassy Key	58.95	59.02	638+00	641+50	100		100
Grassy Key	59.02	59.20	641+50	651+00	125		125
Grassy Key	59.20	59.36	651+00	659+20.79	166		166
Grassy Key	59.36	59.43	659+20.79	663+00	166		166
Grassy Key	59.43	59.85	663+00	685+50	100		100
Grassy Key	59.85	59.92	685+50	689+00	250		250
North End of Grassy Key	59.92	60.57	689+00	723+49.60	400		400
Three Bridges (Toms Harbor, Tom Harbor Cut, Long Key)	60.57	65.59	30+00	295+00	400		400
South End of Long Key	65.59	65.75	295+00	303+50	400/100		400/100
Long Key	65.75	68.37	303+50	441+50	100		100
Long Key	68.37	68.42	441+50	444+00	150		150
North End of Long Key	68.42	69.61	444+00	507+00	300		300
Channel No. 2/and Channel No. 5 Bridges	69.61	73.72	507+00	724+00	400		400
Lower Matecumbe Key	73.72	73.78	724+00	727+36.85	400/150		400/150
Lower Matecumbe Key	73.78	77.12	30+00	205+94.26	150		150
North End of Lower Matecumbe Key	77.12	77.53	205+94.26	228+00	183.48		183.48
Four Bridges	77.53	79.70	228	342	500		500

TABLE 4.27
EXISTING US 1 CORRIDOR RIGHT-OF-WAY

	MM		Station		R.O.W. (ft.)		
Key	From	To	From	To	US 1	Other	Total
South End of Upper Matecumbe Key	79.70	79.76	342+00	345+50.68	110.15		110.15
Upper Matecumbe Key	79.76	79.95	10+00	20+00	110.15		110.15
Upper Matecumbe Key	79.95	80.06	20	26	110.15	55.98	176.14
Upper Matecumbe Key	80.06	80.33	26	40	166		166
Upper Matecumbe Key	80.33	80.41	40	44	100		100
Upper Matecumbe Key	80.41	80.44	44	46	138.75		138.75
Upper Matecumbe Key	80.44	80.53	46+00	50+41	166		166
Upper Matecumbe Key	80.53	81.32	50+41	92+10	100		100
Upper Matecumbe Key	81.32	81.52	92+10	102+97	216		216
Upper Matecumbe Key	81.52	81.67	102+97	111+00	166		166
Upper Matecumbe Key	81.67	83.21	111	192	100		100
Upper Matecumbe Key	83.21	83.74	192	220	166		166
North End of Upper Matecumbe Key	83.74	83.78	220	222	166/400		166/400
Whale Harbor Bridge	83.78	84.21	222	245	400		400
Windley Key	84.21	84.34	245+00	251+75	183		183
Windley Key	84.34	84.83	0+00	26+00	200		200
Windley Key	84.83	85.29	26+00	50+50	150	66	216
Windley Key	85.29	85.41	50+50	56+50	150	50	200
Windley Key	85.41	85.45	56+50	59+00	150	66	216
North End of Windley Key	85.45	85.59	59+00	66+10	150		150
Snake Creek Bridge	85.59	85.72	66+10	73+00	400		400
South End of Plantation Key	85.72	85.91	73	83	100		100
Plantation Key	85.91	86.44	83+00	111+30	100	66	166
Plantation Key	86.44	86.80	111+30	130+00	100	66	166
Plantation Key	86.80	87.51	130+00	167+50	100	66	166
Plantation Key	87.51	87.56	167+50	170+00	100	70	170
Plantation Key	87.56	90.02	170	300	100		100
North End of Plantation Key	90.02	90.91	300	347	100	50	150
Tavernier Creek Bridge	90.91	90.97	347	350	400		400
South End of Key Largo	90.97	91.39	350+00	372+50	100	86	186
Key Largo	91.39	91.44	372+50	375+00	100	73	173
Key Largo	91.44	93.22	375	469	173		173
Key Largo	93.22	93.37	469+00	476+90	150	66	216
Key Largo	93.37	96.53	476+90	644+00	100	66	166
Key Largo	96.53	98.47	644	746	100		100
Key Largo	98.47	98.61	746+00	753+50	120		120
Key Largo	98.61	99.30	753+50	790+10	140		140
Key Largo	99.30	99.77	790+10	815+50	100	66	166
Key Largo	99.77	100.69	815+00	863+50	170	66	236
Key Largo	100.69	101.14	863+50	887+00	120	66	186
Key Largo	101.14	101.76	887	920	170	66	236
Key Largo	101.76	101.81	920	926	150	66	216
Key Largo	101.81	102.39	926	953	170	66	236
Key Largo	102.39	102.86	953	978	200	66	266
Key Largo	102.86	103.50	978	1012	170	66	236
Key Largo	103.50	103.92	1012	1034	100	70	170
Key Largo	103.92	104.01	1034	1039	120	70	190
Key Largo	104.01	104.30	1039	1054	120	66	186
Key Largo	104.30	104.54	1054	1067	100	66	166
Key Largo	104.54	104.94	1067	1088	120	66	186

TABLE 4.27
EXISTING US 1 CORRIDOR RIGHT-OF-WAY

Key	MM		Station		R.O.W. (ft.)		
	From	To	From	To	US 1	Other	Total
Key Largo	104.94	105.09	1088	1096	100	50	150
Key Largo	105.09	105.35	1096+00	1109+50	170	66	236
Key Largo	105.35	105.53	1109+50	1118+90	120	70	190
Key Largo	105.53	105.76	1118+90	1131+00	170	66	236
Key Largo	105.76	105.89	1131	1138	220	66	286
Key Largo	105.89	106.36	1138	1163	170	66	236
CR 905 Intersection	106.36	106.53	1163	1172	240		240
Key Largo	106.53	106.72	1172	1182	280		280
Key Largo	106.72	106.84	1182	1188	235		235
Cross Key	106.84	112.27	1188	1475	200		200
Cross Key	112.27	112.43	1475+00	1482+50	175		175
Cross Key	112.43	112.50	1482+50	1487+00	235		235
Dade/Monroe County Line	112.50	112.55	1487+00	1498+67	200		200

Table 4.28

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN
MONROE COUNTY, FLORIDA

SUMMARY OF COSTS BY DISTRICT

			EST. COST ($)					
DISTRICT	FY 90-91	YEAR 1 91-92	YEAR 2 92-93	YEAR 3 93-94	YEAR 4 94-95	YEAR 5 95-96	YEAR 6 96-97	YEAR 7 97-98
2	1025900	1560170	881711	983790	956680	1361560	372000	0
3	0	185510	120000	10000	0	0	0	0
4	102140	540310	206400	331900	792600	14600	433600	443300
5	652560	898310	1717510	1503160	1245950	1524500	845500	765000
*** Total ***	1780600	3184300	2925621	2828850	2995230	2900660	1651100	1208300

January 17, 1992

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

MC=MONROE COUNTY, CC=CONTRACTOR
DS=DBL SURF, PV=PAVING, BK=BIKE PATH PAVING, BR=BRIDGE WORK

DIST KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 97-98	STATUS
** WORK TYPE BK					
* WORK BY MC					
5 Key Largo	Bike Path	US/1	73600	15000	Complete
* Subsubtotal *					
** Subtotal **				15000	
				15000	
** WORK TYPE PV					
* WORK BY CC					
4 Key Vaca	N/A	C-931	12672	291500	
4 Windley	N/A	C-905(Old CoRd)	6600	151800	
5 Key Largo	N/A	Card Sound Rd	24062	250000	Added to FY 89-90/Completed
5 Key Largo	N/A	Card Sound Rd	20000	500000	Added to FY 92-97/Raising road to 5 feet
* Subsubtotal *					
** Subtotal **				1193300	
*** Total ***				1193300	
				1208300	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

*WK TP=WORK TYPE, WK BY=WORK BY, MC=MONROE CTY, CC=CONTRACT
DS=DBL SUR, PV=PAVING, BK=BIKE PATH PAVING, BR=BRIDGE WORK

DI	KEY	SUBDIVISION	ROAD	WK TP *	WK BY *	LENGTH (FT)	EST. COST ($) FY 90-91	YEAR 1 91-92	YEAR 2 92-93	YEAR 3 93-94	YEAR 4 94-95	YEAR 5 95-96	YEAR 6 96-97	YEAR 7 97-98
3	Key West	Bridge #904025	Garrison Bight	BR	MC	0	0	0	0	10000	0	0	0	0
3	Key West	N/A	Duval Street	PV	CC	2693	0	0	120000	0	0	0	0	0
3	Key West	W. D. Cash	Bertha Street	PV	CC	2000	0	185510	0	0	0	0	0	0
2	Stock Island	Bike Path	5th St	BK	MC	1450	0	4350	0	0	0	0	0	0
2	Stock Island	Bike Path	Cross Street	BK	MC	2500	0	7500	0	0	0	0	0	0
2	Stock Island	Balido Sub	Balido Street	PV	CC	528	0	0	12150	0	0	0	0	0
2	Stock Island	Balido Sub	Balido Terrace	PV	CC	528	0	0	12150	0	0	0	0	0
2	Stock Island	Balido Sub	County Road	PV	CC	1056	0	0	24290	0	0	0	0	0
2	Stock Island	Lincoln Gardens	Miriam Street	PV	CC	1214	0	0	27900	0	0	0	0	0
2	Stock Island	Lincoln Gardens #2	Roberta Street	PV	CC	1214	0	0	27900	0	0	0	0	0
2	Stock Island	Maloney	1st Avenue	PV	CC	2006	0	0	0	46100	0	0	0	0
2	Stock Island	Maloney	1st Street	PV	CC	528	0	0	0	12100	0	0	0	0
2	Stock Island	Maloney	3rd Avenue	PV	CC	2270	0	0	0	52200	0	0	0	0
2	Stock Island	Maloney	3rd Street	PV	CC	1637	0	0	0	37700	0	0	0	0
2	Stock Island	Maloney	4th Avenue	PV	CC	1003	0	0	0	23100	0	0	0	0
2	Stock Island	Maloney	4th Street	PV	CC	530	0	0	0	12100	0	0	0	0
2	Stock Island	Maloney	5th Street	PV	CC	4646	0	0	0	106900	0	0	0	0
2	Stock Island	Sunkrest	Sunkrest Rd	PV	CC	1056	0	0	0	24290	0	0	0	0
2	Raccoon	Bike Path	Key Haven Rd	BK	MC	3500	0	0	0	31500	0	0	0	0
2	Raccoon	Key Haven Ad 2	Key Haven Road	PV	MC	5016	0	0	0	115400	0	0	0	0
2	Raccoon	Key Haven Ad 7	Cactus Drive	PV	MC	425	0	5300	0	0	0	0	0	0
2	Boca Chica	Bridge #904110	Boca Chica Rd	BR	MC	0	0	100000	0	0	0	0	0	0
2	Boca Chica	Boca Chica Ocean Shr	C-941	PV	CC	11200	0	0	0	257600	0	0	0	0
2	E Rockland	Rockland Hammock	Hammock Drive	PV	CC	2112	0	0	0	0	48600	0	0	0
2	E Rockland	Rockland Hammock	Park Drive	PV	CC	2904	0	0	0	0	66800	0	0	0
2	E Rockland	Rockland Hammock	Rockland Drive	PV	CC	1478	0	0	0	0	34000	0	0	0
2	E Rockland	Rockland Hammock 2	"A" Street	DS	MC	475	0	0	0	0	3500	0	0	0
2	E Rockland	Rockland Hammock 2	Beach Drive	PV	CC	1426	0	0	0	0	32800	0	0	0
2	E Rockland	Rockland Hammock 2	Palm Drive	PV	CC	875	0	0	0	0	20100	0	0	0
2	E Rockland	Rockland Village	2nd Street	DS	MC	1426	0	0	0	0	11000	0	0	0
2	Big Coppitt	Coppitt Resub	Avenue F	PV	MC	1267	0	0	7900	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 2	Dolphin Road	PV	CC	898	0	20650	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 2	Dondi Road	PV	CC	581	0	13360	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 2	Flipper Road	PV	CC	686	0	15780	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 2	Porpoise Blvd	PV	CC	950	0	21850	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 4	Aqua Marine Dr	PV	CC	950	0	21850	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 4	Jade Drive	PV	CC	845	0	19450	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 5	Diamond Drive	PV	CC	1056	0	24290	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 5	Emerald Drive	PV	CC	1320	0	30360	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 5	Sapphire Drive	PV	CC	1160	0	26600	0	0	0	0	0	0
2	Big Coppitt	Porpoise Point Sec 6	Tamarind Drive	PV	CC	1109	0	25500	0	0	0	0	0	0
2	Big Coppitt	Similar Sound Sec A	Cactus Drive	PV	CC	1350	0	31050	0	0	0	0	0	0
2	Big Coppitt	Similar Sound Sec A	Palmetto Drive	PV	CC	1435	0	33000	0	0	0	0	0	0
2	Geiger	Boca Chica Ocean Shr	Geiger Road	PV	MC	1400	0	12100	0	0	0	0	0	0
2	Saddlebunch	Bridge #904140	Palm Dr	BR	MC	0	0	0	11000	0	0	0	0	0

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

*WK TP=WORK TYPE, WK BY=WORK BY, MC=MONROE CTY, CC=CONTRACT
DS=DBL SUR, PV=PAVING, BK=BIKE PATH PAVING, BR=BRIDGE WORK

DI	KEY	SUBDIVISION	ROAD	WK TP *	WK BY *	LENGTH (FT)	EST. COST ($) FY 90-91	YEAR 1 91-92	YEAR 2 92-93	YEAR 3 93-94	YEAR 4 94-95	YEAR 5 95-96	YEAR 6 96-97	YEAR 7 97-98
2	Saddlebunch	Bay Point	Bay Drive	PV	CC	3960	0	91100	0	0	0	0	0	0
2	Saddlebunch	Bay Point	Boulder Drive	PV	CC	1109	0	25500	0	0	0	0	0	0
2	Saddlebunch	Bay Point	E Circle Drive	PV	CC	898	0	20650	0	0	0	0	0	0
2	Saddlebunch	Bay Point	W Circle Drive	PV	CC	898	0	20650	0	0	0	0	0	0
2	Saddlebunch	Bay Point Tr Park 1	Beach Drive	PV	CC	739	0	17000	0	0	0	0	0	0
2	Saddlebunch	Bay Point Tr Park 1	Coral Drive	PV	CC	950	0	22000	0	0	0	0	0	0
2	Saddlebunch	Bay Point Tr Park 1	Palm Drive	PV	CC	2218	0	51000	0	0	0	0	0	0
2	Saddlebunch	Bay Point Tr Park 1	Shore Drive	PV	CC	528	0	12000	0	0	0	0	0	0
2	Saddlebunch	Bay Point Tr Park 1	Unnamed@PalmDr	PV	CC	86	0	1500	0	0	0	0	0	0
2	Saddlebunch	Bay Point Tr Park 1	Cross Way	PV	CC	605	13900	0	0	0	0	0	0	0
2	Saddlebunch	Pleasant View Shores	Blue Water Dr	PV	CC	1848	0	42500	0	0	0	0	0	0
2	Sugarloaf	Bike Path	US#1	BK	MC	2400	2400	0	0	0	2400	0	0	0
2	Sugarloaf	Bike Path	Sugarloaf Blvd	BK	MC	7000	15800	0	0	0	0	0	0	0
2	Sugarloaf	Bridge #904151	Shore Dr	BR	CC	0	155350	0	0	0	0	0	0	0
2	Sugarloaf	Bridge #904153	Sugarloaf Blvd	BR	MC	0	0	50100	0	0	0	0	0	0
2	Sugarloaf	Bridge #904155	C.R. 939A	BR	MC	0	0	0	84500	0	0	0	0	0
2	Sugarloaf	Bridge #904160	C.R. 939	BR	MC	0	0	0	0	0	0	0	0	0
2	Sugarloaf	Gulf Shores	Date Palm Drive	PV	CC	2112	26750	0	0	0	0	0	80500	0
2	Sugarloaf	Indian Mound Estates	Apache Street	DS	MC	280	0	0	0	0	0	0	0	0
2	Sugarloaf	Indian Mound Estates	Aztec Street	PV	MC	810	0	0	0	2100	0	0	0	0
2	Sugarloaf	Indian Mound Estates	Caloosa Street	PV	MC	1280	0	0	0	5100	0	0	0	0
2	Sugarloaf	Indian Mound Estates	Caribe Street	DS	MC	1319	0	0	0	8000	0	0	0	0
2	Sugarloaf	Indian Mound Estates	Indian Mound Dr	PV	MC	1177	0	0	0	9800	0	0	0	0
2	Sugarloaf	Indian Mound Estates	Mayan Street	PV	MC	630	0	0	0	7400	0	0	0	0
2	Sugarloaf	Indian Mound Estates	Navajo Street	PV	MC	466	0	0	0	3900	0	0	0	0
2	Sugarloaf	Indian Mound Estates	Seminole Street	PV	MC	1280	0	0	0	2900	0	0	0	0
2	Sugarloaf	Indian Mound Estates	Tequesta Street	PV	MC	1280	0	0	0	8000	0	0	0	0
	Sugarloaf	Sgrlf Shrs Sec D Ext	Alamanda Dr W	PV	CC	845	0	0	0	8000	0	0	0	0
	Sugarloaf	Sgrlf Shrs Sec D Ext	Buttonwood Dr W	PV	CC	475	0	0	19450	0	0	0	0	0
	Sugarloaf	Sgrlf Shrs Sec D Ext	Coral Drive	PV	CC	950	0	0	10900	0	0	0	0	0
	Sugarloaf	Sgrlf Shrs Sec D Ext	Dolphin Dr W	PV	CC	264	0	0	21850	0	0	0	0	0
	Sugarloaf	Sgrlf Shrs Sec D Ext	Hibiscus Lane	PV	CC	475	0	0	6000	0	0	0	0	0
	Sugarloaf	Sgrlf Shrs Sec D Ext	Keystone Rd W	PV	CC	1162	0	0	10900	0	0	0	0	0
	Sugarloaf	Sgrlf Shrs Sec D Ext	La Brisa Court	PV	CC	317	0	0	26800	0	0	0	0	0
	Sugarloaf	Sgrlf Shrs Sec D Ext	Seagrape Lane	PV	CC	739	0	0	7300	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs	Sugarloaf Drive	PV	MC	1250	0	0	17000	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	Bamboo Court	PV	CC	264	0	11300	0	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	Banyan Lane	PV	CC	264	3340	0	0	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	Cedar Lane	PV	CC	475	3340	0	0	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	Croton Court	PV	CC	158	6020	0	0	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	Cypress Road	PV	CC	1320	2000	0	0	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	Dogwood Lane	PV	CC	370	16720	0	0	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	East Point Dr	PV	CC	792	4690	0	0	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	Holly Lane	PV	CC	370	10030	0	0	0	0	0	0	0
	Sugarloaf	Sugarloaf Shrs Sec F	South Point Dr	PV	CC	2746	4690	0	0	0	0	0	0	0
							34770	0	0	0	0	0	0	0

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

*WK TP=WORK TYPE, WK BY=WORK BY, MC=MONROE CTY, CC=CONTRACT
DS=DBL SUR, PV=PAVING, BK=BIKE PATH PAVING, BR=BRIDGE WORK

DI	KEY	SUBDIVISION	ROAD	WK TP *	WK BY *	LENGTH (FT)	EST. COST ($) FY 90-91	YEAR 1 91-92	YEAR 2 92-93	YEAR 3 93-94	YEAR 4 94-95	YEAR 5 95-96	YEAR 6 96-97	YEAR 7 97-98
2	Sugarloaf	Sugarloaf Shrs Sec F	Tamarind Road	PV	CC	1056	13370	0	0	0	0	0	0	0
2	Sugarloaf	Sugarloaf Shrs Sec F	West Point Dr	PV	CC	581	7360	0	0	0	0	0	0	0
2	Sugarloaf	Sugarloaf Townsite	Adams Road	DS	MC	1478	0	0	0	11000	0	0	0	0
2	Sugarloaf	Vacation Harbor	Hawksbill Lane	PV	CC	1800	22800	0	0	0	0	0	0	0
2	Sugarloaf	Vacation Harbor	Loggerhead Lane	PV	CC	1625	20580	0	0	0	0	0	0	0
2	Cudjoe	Bike Path	Spanish Main	BK	MC	4858	0	0	29150	0	0	0	0	0
2	Cudjoe	Bike Path	US#1	BK	MC	3960	0	0	0	0	0	23760	0	0
2	Cudjoe	N/A	Blimp Road	PV	CC	10900	0	0	0	0	250700	0	0	0
2	Cudjoe	Cud Ocean Shrs	Cudjoe Drive	PV	MC	1320	0	0	0	0	8300	0	0	0
2	Cudjoe	Cud Ocean Shrs	Snapper Lane	PV	MC	590	2890	0	0	0	0	0	0	0
2	Cudjoe	Cud Ocean Shrs Sec 3	Valencia Lane	DS	MC	686	0	0	0	5100	0	0	0	0
2	Cudjoe	Cudjoe Gardens	Colson Drive	PV	CC	1584	0	0	0	36400	0	0	0	0
2	Cudjoe	Cudjoe Gardens	Sawyer Drive	PV	CC	3696	0	0	0	85000	0	0	0	0
2	Cudjoe	Cudjoe Gardens	Sunny Lane	DS	MC	792	0	0	0	5900	0	0	0	0
2	Cudjoe	Cuthrt Hrbr Est Ad 1	Calico Jack Cir	PV	CC	1584	0	36400	0	0	0	0	0	0
2	Cudjoe	Cuthrt Hrbr Est Ad 1	Hawkins Lane	PV	MC	475	0	0	0	0	3000	0	0	0
2	Cudjoe	Cuthrt Hrbr Est Ad 1	Hakluyt Lane	PV	MC	515	2520	0	0	0	0	0	0	0
2	Cudjoe	Cuthrt Hrbr Est Ad 1	Labat Lane	DS	MC	430	0	5990	0	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Jolly Roger Dr	PV	CC	3379	0	0	77700	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Jolly Roger DrE	PV	CC	581	0	0	13400	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	LaFitte Drive	PV	CC	2376	0	0	56400	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Pieces of Eight	DS	MC	1214	0	6360	0	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Privateer Drive	PV	MC	1320	0	0	0	0	8250	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Yard Arm Road	DS	MC	1848	0	0	0	0	14000	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Anne Bonny Lane	PV	CC	650	0	0	14950	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	John Silver Ln	PV	CC	795	0	0	18290	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Buccaneer Lane	PV	CC	1060	0	0	24380	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Blackbeard Ln	PV	CC	1060	0	0	24380	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Cutthroat Drive	PV	CC	1280	0	0	29440	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Cutlass Lane	PV	CC	710	0	0	16330	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Galleon Lane	PV	CC	580	0	0	13340	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Doubloon Lane	PV	CC	480	0	0	11050	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Le Grand Lane	PV	CC	405	0	0	9320	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Maracaibo Lane	PV	CC	340	0	0	7820	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Tortuga Lane	PV	CC	305	0	0	7020	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Peg Leg Lane	PV	CC	275	0	0	6330	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Arica Lane	PV	CC	240	0	0	5520	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Gold Bullion Rd	DS	MC	400	0	2340	0	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Treasure Chest	DS	MC	400	0	2340	0	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Port Royal Lane	PV	MC	680	0	8600	0	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Long Ben Lane	PV	MC	480	0	6800	0	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Gasparilla Lane	PV	MC	360	0	4300	0	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Captain Kidd Ln	PV	MC	300	0	3100	0	0	0	0	0	0
2	Cudjoe	Cutthroat Harbor Est	Dirk Lane	PV	MC	180	0	2600	0	0	0	0	0	0
2	Summerland	Bike Path	US#1	BK	MC	2670	0	0	25000	0	0	0	0	0

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DI	KEY	SUBDIVISION	ROAD	WK TP *	WK BY *	LENGTH (FT)	EST. COST ($) FY 90-91	YEAR 1 91-92	YEAR 2 92-93	YEAR 3 93-94	YEAR 4 94-95	YEAR 5 95-96	YEAR 6 96-97	YEAR 7 97-98
2	Summerland	Bridge #904250	Caribbean Dr	BR	MC	0	0	0	75500	0	0	0	0	0
2	Summerland	Smrlnd Beach Ad 2	7th Street	PV	CC	460	8560	0	0	0	0	0	0	0
2	Summerland	Smrlnd Beach Ad 2	Ocean Shore Dr	PV	CC	2640	49100	0	0	0	0	0	0	0
2	Summerland	Smrlnd Beach Ad 2	5th Street	PV	CC	735	13670	0	0	0	0	0	0	0
2	Summerland	Smrlnd Beach Ad 6	East Shore Dr	PV	CC	2482	46170	0	0	0	0	0	0	0
2	Summerland	Smrlnd Beach Ad 7	Calle Reale	DS	MC	370	0	1800	0	0	0	0	0	0
2	Summerland	Smrlnd Ests Resub	45th Street	DS	MC	530	0	3900	0	0	0	0	0	0
2	Summerland	Smrlnd Key Cv Ad 1	Airport Dr S	PV	CC	2798	52040	0	0	0	0	0	0	0
2	Summerland	Smrlnd Key Cv Ad 3	Caribbean Dr W	PV	CC	850	100540	0	0	0	0	0	0	0
2	Summerland	Smrlnd Key Cv Ad 3&4	West Shore Dr	PV	CC	5280	98200	0	0	0	0	0	0	0
2	Summerland	Smrlnd Key Cv Ad 3&4	Hunt Lane	PV	CC	760	14140	0	0	0	0	0	0	0
2	Summerland	Smrlnd Key Cv Amd	Lake Drive S	PV	CC	240	4470	0	0	0	0	0	0	0
2	Summerland	Smrlnd Key Cv Amd	Lake Drive N	PV	CC	1600	29760	0	0	0	0	0	0	0
2	Summerland	Smrlnd Key Cv Amd	Airport Drive N	PV	CC	2320	43150	0	0	0	0	0	0	0
2	Ramrod	Breezeswept Bch Ests	Trinidad Road	PV	CC	1109	0	25500	0	0	0	0	0	0
2	Ramrod	Breezeswept Bch Ests	West Indies Dr	PV	CC	5597	0	128700	0	0	0	0	0	0
2	Ramrod	Ramrod Shrs Ad 1	Albatross Rd	DS	MC	686	0	0	0	5100	0	0	0	0
2	Ramrod	Ramrod Shrs Ad 1	Shannahan Road	DS	MC	2798	0	0	0	0	0	21000	0	0
2	Ramrod	Ramrod Shrs Ad 2	Lesronde Drive	DS	MC	2059	0	0	0	0	0	15000	0	0
2	Ramrod	Ramrod Shrs Ad 3	Brown Drive	DS	MC	1003	0	0	0	0	0	7400	0	0
2	Ramrod	Silver Shrs Ests	Bachmann Road	PV	MC	1531	0	0	0	0	0	11000	0	0
2	Ramrod	Silver Shrs Ests	Johnson Street	PV	MC	1690	0	0	0	0	0	10600	0	0
2	Little Torch	Barry Beach	Barry Avenue	PV	MC	3960	19410	0	0	0	0	0	0	0
2	Little Torch	Mates Beach	Meyer Avenue	PV	MC	898	0	0	0	5600	0	0	0	0
2	Little Torch	Mates Beach Plat 3	Powell Avenue	PV	CC	1742	0	0	0	0	0	40100	0	0
2	Little Torch	Mates Beach Plat 4	Candice Avenue	PV	MC	660	3240	0	0	0	0	0	0	0
2	Little Torch	Mates Beach Plat 6	Carolyn Avenue	PV	MC	528	2590	0	0	0	0	0	0	0
2	Little Torch	Mates Beach Plat 6	Diane Avenue	PV	MC	528	2590	0	0	0	0	0	0	0
2	Little Torch	Mates Beach Plat 6	Linda Street	PV	MC	845	4140	0	0	0	0	0	0	0
2	Middle Torch	Mid Torch Key Ests	Cefrey Blvd	DS	MC	2000	0	0	0	14800	0	0	0	0
2	Big Pine	Bike Path	US#1	BK	MC	8200	16200	0	0	0	0	0	0	0
2	Big Pine	Bike Path	Key Deer Blvd	BK	MC	14256	0	0	50300	0	0	0	0	0
2	Big Pine	Bike Path	Wilder Rd	BK	MC	3800	0	0	0	11400	0	0	0	0
2	Big Pine	N/A	C-940 (KeyDeer)	PV	CC	3000	0	69000	0	0	0	0	0	0
2	Big Pine	N/A	Long Beach Road	PV	CC	12672	0	0	0	0	0	0	291500	0
2	Big Pine	N/A	04A LegB (KyDr)	PV	CC	7500	0	0	0	0	172500	0	0	0
2	Big Pine	Big Pine Key, Inc.	Palmetto Avenue	PV	CC	2270	0	52200	0	0	0	0	0	0
2	Big Pine	Big Pine Key, Inc.	Sandy Circle	PV	CC	4858	0	111700	0	0	0	0	0	0
2	Big Pine	Cahill Pines & Palms	Pines&Palms Rd	PV	CC	3485	0	0	1	0	0	0	0	0
2	Big Pine	Cahill Pines & Palms	Unnamed Road	PV	MC	1426	14400	0	0	0	0	0	0	0
2	Big Pine	Cahill Pines & Palms	E Cahill Court	PV	MC	1426	9840	0	0	0	0	0	0	0
2	Big Pine	Cahill Pines & Palms	W Cahill Court	PV	MC	2165	13500	0	0	0	0	0	0	0
2	Big Pine	Cahill Pines & Palms	Lobster Tail Rd	PV	MC	1426	7980	0	0	0	0	0	0	0
2	Big Pine	Dario's	Edward Road	PV	CC	475	0	14500	0	0	0	0	0	0
2	Big Pine	Dario's	Mercedes Road	PV	CC	475	0	14500	0	0	0	0	0	0

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2	Big Pine	Doctors Arm Ad 3	San Remo Dr	DS	MC	2640	0	0	0	0	13800	0	0	0
2	Big Pine	Eden Pines Ad 1	Azalea Lane	DS	MC	264	0	0	2000	0	0	0	0	0
2	Big Pine	Eden Pines Ad 3	Buttonwood Dr	PV	MC	1214	0	0	0	7600	0	0	0	0
2	Big Pine	Eden Pines Ad 3	Cypress Drive	PV	MC	634	0	0	0	4000	0	0	0	0
2	Big Pine	Eden Pines Ad 3	Gardenia Lane	PV	MC	739	0	0	0	4600	0	0	0	0
2	Big Pine	Eden Pines Ad 3	Lantana Lane	PV	MC	739	0	0	0	4600	0	0	0	0
2	Big Pine	Eden Pines Ad 3	Pandorea Lane	PV	MC	739	0	0	0	4600	0	0	0	0
2	Big Pine	Eden Pines Colony	Pine Avenue	DS	MC	686	3840	0	0	0	0	0	0	0
2	Big Pine	Eden Pines Colony	Narcissus Ave	PV	MC	2600	0	16800	0	0	0	0	0	0
2	Big Pine	Hollerich	Hibiscus Avenue	PV	CC	2508	0	0	0	0	57700	0	0	0
2	Big Pine	Kinercha	Fifth Avenue	DS	MC	2218	0	0	0	0	0	16400	0	0
2	Big Pine	Koehn's Sub	Big Pine Street	PV	CC	2270	0	0	0	0	52210	0	0	0
2	Big Pine	Koehn's Sub	Pine Avenue	PV	CC	4805	0	0	0	0	110520	0	0	0
2	Big Pine	Palm Villa	Avenue "D"	DS	MC	2587	0	0	19100	0	0	0	0	0
2	Big Pine	Palm Villa	Poinciana Road	DS	MC	350	4920	0	0	0	0	0	0	0
2	Big Pine	Pine Hammock	Pine Drive	DS	MC	528	0	0	0	3900	0	0	0	0
2	Big Pine	Pine Heights	Higgs Lane	PV	MC	264	0	0	0	0	0	1700	0	0
2	Big Pine	Pine Heights	Naples Road	PV	MC	2640	0	0	0	0	16500	0	0	0
2	Big Pine	Pine Heights	Orlando Road	PV	MC	1109	0	0	0	0	6900	0	0	0
2	Big Pine	Pine Heights	Palm Beach Road	PV	MC	2640	0	0	0	0	16500	0	0	0
2	Big Pine	Pine Heights	Pensacola Road	PV	MC	1056	0	0	0	0	6600	0	0	0
2	Big Pine	Pine Heights	Tampa Road	PV	MC	2640	0	0	0	0	0	16500	0	0
2	Big Pine	Port Pine Heights	Gordon Road	PV	CC	634	0	14600	0	0	0	0	0	0
2	Big Pine	Port Pine Heights	Mary Road	PV	CC	650	0	14900	0	0	0	0	0	0
2	Big Pine	Port Pine Heights	Hall Road	PV	CC	581	0	13400	0	0	0	0	0	0
2	Big Pine	Port Pine Heights	Mills Road	PV	CC	1637	0	37650	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 1	Diane Road	PV	CC	595	0	14500	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 1	Eugene Road	PV	CC	595	0	15600	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 1	Venna Road	PV	CC	2006	0	46100	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Atlantic Street	PV	MC	581	13400	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Bahama Street	PV	MC	581	13400	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Blue Lagoon	PV	MC	581	13400	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Caribbean St	PV	MC	581	13400	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Gulf Blvd	PV	CC	2640	0	60700	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Gulfstream St	PV	MC	581	3700	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Gumbo Limbo St	PV	MC	528	3300	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Hibiscus Street	PV	MC	528	2250	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Landers Street	PV	MC	581	3700	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Pine Street	PV	MC	528	3300	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	South Seas St	PV	MC	581	3700	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Tradewinds St	PV	MC	581	3700	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Treasure Island	PV	MC	581	3700	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Poinciana St.	PV	MC	530	6590	0	0	0	0	0	0	0
2	Big Pine	Port Pine Hghts Ad 2	Coconut Palm St	PV	MC	530	6590	0	0	0	0	0	0	0
2	Big Pine	Sam-N-Joe	Nathalie Road	PV	CC	475	0	14500	0	0	0	0	0	0

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2	Big Pine	Sam-N-Joe	County Road	PV	CC	1700	0	18000	0	0	0	0	0	0
2	Big Pine	Sam-N-Joe	Bailey Road	PV	CC	475	0	14500	0	0	0	0	0	0
2	Big Pine	Sands	3rd Street	PV	CC	2376	0	0	0	0	0	54600	0	0
2	Big Pine	Sands	Avenue A	PV	CC	3010	0	0	0	0	0	69200	0	0
2	Big Pine	Sands	Avenue B	PV	CC	2746	0	0	0	0	0	63200	0	0
2	Big Pine	Sands	Avenue H	PV	CC	3802	0	0	0	0	0	87400	0	0
2	Big Pine	Sands	Avenue I	PV	CC	3590	0	0	0	0	0	82600	0	0
2	Big Pine	Sands	Avenue J	PV	CC	2150	0	0	0	0	0	49500	0	0
2	Big Pine	Virgil S. Lowe	Warner Street	DS	MC	2329	0	0	17000	0	0	0	0	0
2	Big Pine	Whispering Pines	Anthony Street	PV	MC	528	0	0	0	0	0	3300	0	0
2	Big Pine	Whispering Pines	Gordon Drive	PV	MC	1600	0	0	0	0	0	10000	0	0
2	Big Pine	Whispering Pines	Sands Road	PV	MC	900	0	0	0	0	0	5600	0	0
2	Big Pine	Whispering Pines	Winifred St	PV	MC	528	0	0	0	0	0	3300	0	0
2	No Name Key	Bridge #904320	S.R. 4A	BR	CC	0	0	0	0	0	0	750000	0	0
2	No Name	Bahia Shores	Bahia Shores Rd	PV	MC	1573	0	0	0	0	0	9800	0	0
2	No Name	Dolphin Harbor	No Name Drive	PV	MC	1531	0	0	0	0	0	9600	0	0
4	Key Vaca	Bike Path	Coco Plum	BK	MC	5700	0	0	8100	0	8100	0	0	0
4	Knight's	Bike Path	US#1	BK	MC	1500	0	5100	0	0	0	0	0	0
4	Key Vaca	Bike Path	109th Street	BK	MC	350	0	1500	0	0	0	0	0	0
4	Key Vaca	Bridge #904255	Copa D'Oro	BR	MC	0	0	0	12200	0	0	0	0	0
4	Key Vaca	Bridge #904495	25th St	BR	MC	0	0	0	11500	0	0	0	0	0
4	Key Vaca	Bridge #904512	116th St	BR	MC	0	0	0	26400	0	0	0	0	0
4	Key Vaca	Bridge #904517	117th St	BR	MC	0	0	0	0	29500	0	0	0	0
4	Key Vaca	N/A	C-931	PV	CC	12672	0	0	0	0	0	0	0	291500
4	Key Vaca	Crane Hammock	Westward Ho	PV	MC	1056	0	0	0	6600	0	0	0	0
4	Key Vaca	Farara Shores	101 St.,Miller	PV	MC	1214	0	0	7600	0	0	0	0	0
4	Key Vaca	Farara Shores	100th Street	PV	MC	1200	0	7400	0	0	0	0	0	0
4	Key Vaca	Gulfstream Village	92nd Street	PV	MC	660	4200	0	0	0	0	0	0	0
4	Key Vaca	Hall's Sub	17th Court	PV	MC	581	0	0	0	0	0	3600	0	0
4	Key Vaca	Industrial Sub	Lindahl Street	PV	MC	370	0	2300	0	0	0	0	0	0
4	Key Vaca	Industrial Sub	Peter Jay St	PV	MC	950	0	5900	0	0	0	0	0	0
4	Key Vaca	Key Colony 1	1st Avenue	PV	MC	1637	0	10200	0	0	0	0	0	0
4	Key Vaca	Key Colony 4	6th Avenue	PV	MC	792	0	0	5000	0	0	0	0	0
4	Key Vaca	Lida Sub	83rd Street	PV	MC	1267	0	7500	0	0	0	0	0	0
4	Key Vaca	Lida Sub	84th Street	PV	MC	1162	0	7300	0	0	0	0	0	0
4	Key Vaca	Little Venice	112th St Ocean	PV	MC	820	3580	0	0	0	0	0	0	0
4	Key Vaca	Little Venice	Court #3 (112)	PV	MC	170	750	0	0	0	0	0	0	0
4	Key Vaca	Little Venice	Court #4 (112)	PV	MC	170	750	0	0	0	0	0	0	0
4	Key Vaca	Little Venice	Court #5 (112)	PV	MC	170	750	0	0	0	0	0	0	0
4	Key Vaca	Little Venice	114th St Ocean	PV	MC	1050	0	4300	0	0	0	0	0	0
4	Key Vaca	Little Venice	2nd Ave (114)	PV	MC	370	0	2300	0	0	0	0	0	0
4	Key Vaca	Little Venice	3rd Ave (114)	PV	MC	370	0	2300	0	0	0	0	0	0
4	Key Vaca	Little Venice	4th Ave (114)	PV	MC	370	0	2300	0	0	0	0	0	0
4	Key Vaca	Little Venice No 2	5th (Bobber Ct)	PV	MC	380	0	2100	0	0	0	0	0	0
4	Key Vaca	Marathon Beach	37th Gulf	PV	MC	686	4820	0	0	0	0	0	0	0

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4	Key Vaca	Marathon Beach	42nd St Gulf	PV	MC	830	0	6910	0	0	0	0	0	0
4	Key Vaca	Marathon Shrs Pt A	Bluefin Drive	PV	MC	898	0	0	0	0	5600	0	0	0
4	Key Vaca	Marathon Shrs Pt B&C	Gulfstream Blvd	PV	CC	4277	0	98400	0	0	0	0	0	0
4	Key Vaca	Paraiso Estates	Palmer Avenue	PV	MC	810	0	0	0	0	0	5100	0	0
4	Key Vaca	Paraiso Estates	75th St. E.Blvd	PV	MC	1100	0	9500	0	0	0	0	0	0
4	Key Vaca	Pearce's	Pearce's Street	PV	MC	910	0	7100	0	0	0	0	0	0
4	Key Vaca	R & R Subdivision	22nd Street	PV	MC	686	0	0	0	0	4300	0	0	0
4	Key Vaca	Sea Air Estates	Brian Road	PV	MC	903	0	0	5600	0	0	0	0	0
4	Key Vaca	Sea Crest Ad 1	69th Street	PV	MC	1320	0	0	0	8300	0	0	0	0
4	Key Vaca	Sea Crest Heights	91st Street	PV	MC	652	0	0	0	0	4100	0	0	0
4	Key Vaca	Sombrero Bch Village	Spoonbill Drive	DS	MC	634	4700	0	0	0	0	0	0	0
4	Key Vaca	Sombrero Isle	Calle Ensueno	PV	MC	1795	12390	0	0	0	0	0	0	0
4	Key Vaca	Sombrero Properties	Sombrero Bch Rd	PV	CC	18850	0	0	0	0	0	0	433600	0
4	Key Vaca	Thompson-Adams Sub	47th Street	PV	MC	1109	0	0	0	6900	0	0	0	0
4	Key Vaca	Tropicana	74th Street	PV	MC	1690	10600	0	0	0	0	0	0	0
4	Key Vaca	Yacht Harbor Island	122nd Street	PV	MC	900	3940	0	0	0	0	0	0	0
4	Key Vaca	Yacht Harbor Island	E Harbor Blvd	PV	MC	1320	5700	0	0	0	0	0	0	0
4	Key Vaca	Yacht Harbor Island	W Harbor Blvd	PV	MC	580	2540	0	0	0	0	0	0	0
4	Boot	Bike Path	SR 931	BK	MC	18850	0	0	0	0	38000	0	0	0
4	Boot	Bike Path	Sombrero Blvd	BK	MC	9000	0	27000	0	0	0	0	0	0
4	Boot	Bridge #904490	20th Street	BR	CC	0	10000	100000	0	0	0	0	0	0
4	Boot	Boot Key	Tingler Lane	PV	MC	2507	0	0	0	15700	0	0	0	0
4	Boot	Sombrero Angl Clb N	Anglers Club N	PV	MC	1690	0	0	0	10600	0	0	0	0
4	Boot	Waloriss	BulevarDePalmas	PV	MC	1848	0	0	0	13800	0	0	0	0
4	Boot	Waloriss	Calle Limon	PV	MC	1162	7300	0	0	0	0	0	0	0
4	Boot	Waloriss	Corte Del Sol	PV	MC	375	2580	0	0	0	0	0	0	0
4	Boot	Waloriss	Courte Chica	PV	MC	200	1370	0	0	0	0	0	0	0
4	Boot	Waloriss	Corte Del Brisa	PV	MC	720	4950	0	0	0	0	0	0	0
4	Fat Deer	Bridge #904540	Coco Plum Dr	BR	MC	0	0	13900	0	0	0	0	0	0
4	Fat Deer	Eberharter	Yacht Hrbr. Dr.	PV	MC	900	11170	0	0	0	0	0	0	0
4	Crawl	Ecstasy Sec A	Banana Blvd	PV	CC	2112	0	0	0	48600	0	0	0	0
4	Crawl	Ecstasy Sec A	Ocean Drive	PV	CC	686	0	0	0	15800	0	0	0	0
4	Grassy	Crains	Guava Avenue	PV	CC	2006	0	0	0	0	46100	0	0	0
4	Grassy	Crains	Howe Street	PV	CC	211	0	0	0	0	4900	0	0	0
4	Grassy	Crains	Norton Avenue	PV	CC	5491	0	0	0	0	126300	0	0	0
4	Grassy	Crains	Orange Avenue	PV	CC	2006	0	0	0	0	46100	0	0	0
4	Duck Key	Bridge #904602	Duck Key Dr	BR	MC	0	0	0	9500	0	0	0	0	0
4	Duck Key	Bridge #904604	Harbor Dr	BR	MC	0	0	38000	0	0	0	0	0	0
4	Duck Key	Bridge #904606	Seaview Dr	BR	MC	0	0	0	0	36500	0	0	0	0
4	Duck	Duck Key Resub S2P1	Antigua Street	PV	MC	950	0	0	0	0	0	5900	0	0
4	Duck	Duck Key Resub S2P2	Indies Drive S	PV	CC	2270	0	0	52200	0	0	0	0	0
4	Windley	N/A	C-905(Old CoRd)	PV	CC	6600	0	0	0	0	0	0	0	151800
4	Long	Bike Path	US#1	BK	MC	11400	10050	0	0	0	0	0	0	0
4	LwrMatecumbe	Bike Path	US#1	BK	MC	13200	0	43500	0	0	0	0	0	0
4	LwrMatecumbe	Port Antigua 1	El Capitan Dr	PV	CC	1478	0	0	0	34000	0	0	0	0

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DI	KEY	SUBDIVISION	ROAD	WK TP *	WK BY *	LENGTH (FT)	EST. COST ($) FY 90-91	YEAR 1 91-92	YEAR 2 92-93	YEAR 3 93-94	YEAR 4 94-95	YEAR 5 95-96	YEAR 6 96-97	YEAR 7 97-98
4	LwrMatecumbe	Port Antigua 2	W Plaza DelLago	PV	CC	1267	0	0	0	29100	0	0	0	0
4	LwrMatecumbe	Port Antigua 3 & 4	W Plaza Del Sol	PV	CC	1531	0	0	0	35200	0	0	0	0
4	LwrMatecumbe	Port Antigua 3 & 4	W Plaza Granada	PV	CC	1426	0	0	0	32800	0	0	0	0
4	LwrMatecumbe	Port Antigua 5 & 6	Madeira Court	PV	CC	370	0	0	0	8500	0	0	0	0
4	LwrMatecumbe	Safety Harbor	Bayview Drive	PV	CC	1901	0	43700	0	0	0	0	0	0
4	LwrMatecumbe	Safety Harbor	Buttonwood Lane	PV	CC	792	0	18200	0	0	0	0	0	0
4	LwrMatecumbe	Safety Harbor	Palm Drive	PV	CC	2904	0	68800	0	0	0	0	0	0
4	LwrMatecumbe	Safety Harbor	Willow Ln	PV	CC	460	0	4800	0	0	0	0	0	0
4	LwrMatecumbe	Toll Gate Shores	Toll Gate Blvd	PV	CC	1320	0	0	30400	0	0	0	0	0
4	LwrMatecumbe	Toll Gate Shores	Toll Gate Lane	PV	CC	792	0	0	18200	0	0	0	0	0
4	LwrMatecumbe	Toll Gate Shores	Toll Gate ShrDr	PV	CC	686	0	0	15800	0	0	0	0	0
4	LwrMatecumbe	White Marlin Beach	Lakeview Drive	DS	MC	528	0	0	3900	0	0	0	0	0
4	UprMatecumbe	Bike Path	C-905(OldBumpy)	BK	MC	15000	0	0	0	0	54000	0	0	0
4	UprMatecumbe	N/A	C-905(OldBumpy)	PV	CC	16600	0	0	0	0	381800	0	0	0
4	UprMatecumbe	Strattons	Carroll Street	PV	CC	2640	0	0	0	0	60700	0	0	0
4	UprMatecumbe	Strattons	Dogwood Lane	PV	CC	422	0	0	0	0	12600	0	0	0
5	Plantation	N/A	C-905(Old CoRd)	PV	CC	23323	0	0	0	0	0	536500	0	0
5	Plantation	Coral Shores	Coral Road	PV	MC	1267	0	0	0	0	0	7900	0	0
5	Plantation	Coral Shores	Lane Unnamed	PV	MC	158	0	0	0	0	0	1000	0	0
5	Plantation	High Point	High Point Road	PV	CC	1373	16070	0	0	0	0	0	0	0
5	Plantation	High Point	Rolling Hill Rd	PV	CC	2640	30800	0	0	0	0	0	0	0
5	Plantation	Indian Harbor	Indian Mound Tr	PV	CC	3484	0	0	0	0	0	80200	0	0
5	Plantation	Indian Harbor	Iroquois Street	PV	CC	1109	0	0	0	0	0	25500	0	0
5	Plantation	Indian Harbor	Seminole Blvd	PV	CC	2059	0	0	0	0	0	47400	0	0
5	Plantation	Indian Waterways	Caloosa Street	PV	CC	1637	0	0	37700	0	0	0	0	0
5	Plantation	Indian Waterways	Ojibway Avenue	PV	CC	2482	0	0	57100	0	0	0	0	0
5	Plantation	Indian Waterways	Tequesta Street	PV	CC	1426	0	0	32800	0	0	0	0	0
5	Plantation	Key Heights Sec 2	Cocoa Drive	PV	CC	422	0	0	9700	0	0	0	0	0
5	Plantation	Key Heights Sec 2	Key Heights Dr	PV	CC	2112	0	0	48600	0	0	0	0	0
5	Plantation	Key Heights Sec 2	Monroe Drive	PV	CC	1267	0	0	29200	0	0	0	0	0
5	Plantation	Key Heights Sec 2	Ocala Drive	PV	CC	475	0	0	10900	0	0	0	0	0
5	Plantation	Key Heights Sec 2	Orlando Drive	PV	CC	898	0	0	20700	0	0	0	0	0
5	Plantation	Key Heights Sec 2	Sebring Drive	PV	CC	1320	0	0	30400	0	0	0	0	0
5	Plantation	Key Heights Sec 2	Tampa Drive	PV	CC	634	0	0	14600	0	0	0	0	0
5	Plantation	Plant Trop Pk 1&2	Gardenia Street	PV	CC	1500	0	17500	0	0	0	0	0	0
5	Plantation	Plantation Beach	Plantation Blvd	PV	CC	2957	0	68000	0	0	0	0	0	0
5	Plantation	Plantation Ky Colony	Gardenia Street	PV	CC	1504	0	34600	0	0	0	0	0	0
5	Plantation	Plantation Ky Colony	Royal Poinciana	PV	CC	1056	0	24300	0	0	0	0	0	0
5	Plantation	Plantation Ky Colony	Coconut Palm Bl	PV	CC	2500	0	48000	0	0	0	0	0	0
5	Plantation	Plantation Ky Colony	Palm Avenue	PV	CC	280	0	1750	0	0	0	0	0	0
5	Plantation	Sunshine Est Sec 1	Pelican Road	PV	MC	410	6180	0	0	0	0	0	0	0
5	Plantation	Sunshine Est Sec 1	Mockingbird Rd	PV	MC	885	11000	0	0	0	0	0	0	0
5	Plantation	Sunshine Est Sec 1	Spoonbill Road	PV	MC	410	6320	0	0	0	0	0	0	0
5	Plantation	Sunshine Est Sec 1	Bluebird Road	DS	MC	440	0	7800	0	0	0	0	0	0
5	Plantation	Sunshine Est Sec 2	Plantation Av	PV	CC	2108	0	0	0	0	0	48500	0	0

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5	Plantation	Toners Nautical Shrs	Toner Lane	PV	MC	211	0	0	0	1300	0	0	0	0
5	Plantation	Venetian Shores	Porto Salvo Dr	DS	MC	500	0	0	0	3700	0	0	0	0
5	Key Largo	Bike Path	US#1	BK	MC	73600	23100	23100	23100	23100	15000	15000	15000	15000
5	Key Largo	Bike Path	Burton Rd	BK	MC	10000	0	30000	0	0	0	0	0	0
5	Key Largo	Bridge #904910	Bahama Rd	BR	MC	0	16500	0	0	0	0	0	0	0
5	Key Largo	Bridge #904920	La Paloma Rd	BR	MC	0	0	0	0	0	0	0	80500	0
5	Key Largo	Bridge #904980	Steamboat Creek	BR	MC	0	0	0	100000	0	0	0	0	0
5	Key Largo	Bridge #904982	Tubby's Creek	BR	MC	0	0	0	0	131000	0	0	0	0
5	Key Largo	Bridge #904984	Mosquito Creek	BR	MC	0	0	0	0	0	110200	0	0	0
5	Key Largo	Bridge #904986	Saunder's Creek	BR	MC	0	0	0	0	0	0	123800	0	0
5	Key Largo	Bridge #904990	Card Sound Rd	BR	CC	0	472100	100000	400000	500000	0	0	0	0
5	Key Largo	N/A	Card Sound Rd	PV	CC	24062	0	0	0	0	0	0	250000	250000
5	Key Largo	N/A	Card Sound Rd	PV	CC	20000	0	0	500000	500000	500000	500000	500000	500000
5	Key Largo	Amd Plat of Bay Hrbr	Lane #2	PV	MC	200	0	0	1300	0	0	0	0	0
5	Key Largo	Amd Plat of Bay Hrbr	Unnamed Lane	PV	MC	422	0	0	2700	0	0	0	0	0
5	Key Largo	Anglers Park	Barracuda Blvd	PV	CC	2218	0	0	0	0	51000	0	0	0
5	Key Largo	Anglers Park	Bonita Avenue	PV	CC	2006	0	0	0	0	46100	0	0	0
5	Key Largo	Anglers Park	Dolphin Avenue	PV	CC	1795	0	0	0	0	41300	0	0	0
5	Key Largo	Anglers Park	Oceana Drive	PV	CC	845	0	0	0	0	19450	0	0	0
5	Key Largo	Anglers Park	Pompano Drive	PV	CC	739	0	0	0	0	17000	0	0	0
5	Key Largo	Anglers Park	Turbot Street	PV	CC	422	0	0	0	0	9700	0	0	0
5	Key Largo	Bahia Mar Estates	Barcelona Road	PV	MC	528	0	0	3300	0	0	0	0	0
5	Key Largo	Bahia Mar Estates	Madrid Road	PV	MC	670	0	0	4800	0	0	0	0	0
5	Key Largo	Bahia Mar Estates	Palma Road	PV	MC	300	0	0	1900	0	0	0	0	0
5	Key Largo	Bahia Marr Estates	La Paloma Road	PV	MC	1030	0	0	6500	0	0	0	0	0
5	Key Largo	Blue Water Tlr Sec 1	Sable Palm	PV	MC	317	0	0	0	0	0	2000	0	0
5	Key Largo	Bowens Ad Riv Vil	Biscayne Road	PV	MC	686	0	0	4300	0	0	0	0	0
5	Key Largo	Bowens Ad Riv Vil	Bonita Avenue	PV	MC	1214	0	0	7600	0	0	0	0	0
5	Key Largo	Bowens Ad Riv Vil	Bowen Drive	PV	MC	1056	0	0	6600	0	0	0	0	0
5	Key Largo	Bowens Ad Riv Vil	Pompano Avenue	PV	MC	1320	0	0	8300	0	0	0	0	0
5	Key Largo	Burlington Heights	Pine Tree Drive	DS	MC	294	0	0	2200	0	0	0	0	0
5	Key Largo	Burtons Ad	Hood Avenue	PV	MC	686	8450	0	0	0	0	0	0	0
5	Key Largo	Buttonwood Shores	Buttonwood Dr	PV	MC	475	0	3000	0	0	0	0	0	0
5	Key Largo	Buttonwood Shores	Palm Avenue	DS	MC	581	0	3600	0	0	0	0	0	0
5	Key Largo	Buttonwood Shores	Poinsetta Drive	DS	MC	634	4170	0	0	0	0	0	0	0
5	Key Largo	Buttonwood Shores	Sunset Drive	DS	MC	190	0	2900	0	0	0	0	0	0
5	Key Largo	Gulfstream Shores	Gulfstream Dr	PV	MC	1320	0	0	0	0	8300	0	0	0
5	Key Largo	Gulfstream Shores	Hibiscus Avenue	PV	MC	634	0	0	0	0	0	4000	0	0
5	Key Largo	Gulfstream Shores	Ocean Drive	PV	MC	2270	0	0	0	0	14200	0	0	0
5	Key Largo	Gulfstream Shores	Oleander Avenue	PV	MC	845	0	0	0	0	5300	0	0	0
5	Key Largo	Gulfstream Shores	Palm Drive	PV	MC	1267	0	0	0	0	7900	0	0	0
5	Key Largo	Harbor Shores	Caple Road	PV	MC	634	3470	0	0	0	0	0	0	0
5	Key Largo	Harbor Shores	Harbor Drive	PV	MC	1373	0	0	0	0	8600	0	0	0
5	Key Largo	Harris Ocean Pk Est	Trinidad Road	PV	MC	300	0	0	3100	0	0	0	0	0
5	Key Largo	Hibiscus Park	Hibiscus Lane	PV	MC	1795	0	11200	0	0	0	0	0	0

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5	Key Largo	KL Ocean Shores Ad	Corinne Place	PV	MC	2218	0	0	0	0	13900	0	0	0
5	Key Largo	KL Ocean Shores Ad	Ocean Front Dr	PV	MC	475	0	0	0	0	3000	0	0	0
5	Key Largo	KL Ocean Shores Ad	Ocean Shores Dr	PV	MC	3115	0	0	0	0	19500	0	0	0
5	Key Largo	KL Ocean Shores Ad	Ocean View Dr	PV	MC	422	0	0	0	0	2600	0	0	0
5	Key Largo	KL Ocean Shores Ad	S Ocean Shrs Dr	PV	MC	2059	0	0	0	0	12900	0	0	0
5	Key Largo	KL Ocean Shores Ad	Wildwood Circle	PV	MC	581	0	0	3700	0	0	0	0	0
5	Key Largo	Key Largo Beach	Madeira Drive	PV	CC	211	0	0	0	4850	0	0	0	0
5	Key Largo	Key Largo Beach Ad	Beach Road	PV	CC	211	0	0	0	4850	0	0	0	0
5	Key Largo	Key Largo Beach Ad	Buttonwood Cir	PV	CC	528	0	0	0	12150	0	0	0	0
5	Key Largo	Key Largo Beach Ad	Coral Drive	PV	CC	2429	0	0	0	55870	0	0	0	0
5	Key Largo	Key Largo Beach Ad	Geiger Circle	PV	CC	317	0	0	0	7300	0	0	0	0
5	Key Largo	Key Largo Beach Ad	Mahogany Circle	PV	CC	475	0	0	0	10930	0	0	0	0
5	Key Largo	Key Largo Beach Ad	N Channel Drive	PV	CC	1200	0	0	0	27600	0	0	0	0
5	Key Largo	Key Largo Beach Ad	Oleander Circle	PV	CC	581	0	0	0	13360	0	0	0	0
5	Key Largo	Key Largo Beach Ad	Palm Drive	PV	CC	211	0	0	0	4850	0	0	0	0
5	Key Largo	Key Largo City #5	Garden Cove Dr	PV	CC	2100	0	0	0	0	48300	0	0	0
5	Key Largo	Key Largo Park Amd	Coconut Drive	PV	MC	1373	0	0	0	0	0	8600	0	0
5	Key Largo	Key Largo Park Amd	Gulf Drive	PV	MC	475	0	0	0	0	0	3000	0	0
5	Key Largo	Key Largo Park Amd	Hibiscus Drive	PV	MC	475	0	0	0	0	0	3000	0	0
5	Key Largo	Key Largo Park Amd	Lake View Drive	PV	MC	792	0	0	0	0	0	5000	0	0
5	Key Largo	Key Largo Park Amd	Lakeshore Drive	PV	MC	1901	0	0	0	0	0	11900	0	0
5	Key Largo	Key Largo Park Amd	Madeira Drive	PV	MC	475	0	0	0	0	0	3000	0	0
5	Key Largo	Key Largo Park Amd	Miami Drive	PV	MC	528	0	0	0	0	0	3300	0	0
5	Key Largo	Key Largo Park Amd	Orange Drive	PV	MC	1214	0	0	0	0	0	7600	0	0
5	Key Largo	Key Largo Park Amd	Park Drive	PV	MC	581	0	0	0	0	0	3600	0	0
5	Key Largo	Key Largo Park Amd	Poinciana Drive	PV	MC	1003	0	0	0	0	0	6300	0	0
5	Key Largo	Key Largo Park Amd	Rock Harbor Dr	PV	MC	1742	0	0	0	0	0	10900	0	0
5	Key Largo	Key Largo Park Amd	Silver Spgs Dr	PV	MC	1584	0	0	0	0	0	9900	0	0
5	Key Largo	Key Largo Park Amd	Sunset Blvd	PV	MC	1373	0	0	0	0	0	8600	0	0
5	Key Largo	Largo Beach	Broadway	PV	MC	898	0	5600	0	0	0	0	0	0
5	Key Largo	Largo Beach	Euclid Place	DS	MC	211	0	1600	0	0	0	0	0	0
5	Key Largo	Largo Beach	Lincoln Avenue	PV	MC	845	0	5300	0	0	0	0	0	0
5	Key Largo	Largo Beach	Tavernier Drive	PV	MC	1584	0	9900	0	0	0	0	0	0
5	Key Largo	Largo Edmar Sub	First Avenue	DS	MC	581	0	0	4300	0	0	0	0	0
5	Key Largo	Largo Gardens	Judy Place	PV	MC	1267	0	0	0	0	7900	0	0	0
5	Key Largo	Largo Gardens	Rose Place	PV	MC	634	0	0	0	0	4000	0	0	0
5	Key Largo	Largo Gardens	Sharon Place	PV	MC	634	0	0	0	0	4000	0	0	0
5	Key Largo	Largo Sound Park	Bass Avenue	PV	CC	2165	0	0	0	0	49800	0	0	0
5	Key Largo	Largo Sound Park	Bonefish Avenue	PV	CC	2112	0	0	0	0	48600	0	0	0
5	Key Largo	Largo Sound Park	Kingfish Street	PV	CC	1003	0	0	0	0	23100	0	0	0
5	Key Largo	Largo Sound Park	Marlin Avenue	PV	CC	2112	0	0	0	0	48600	0	0	0
5	Key Largo	Largo Sound Park	Transylvania Av	PV	CC	2323	0	0	0	0	53400	0	0	0
5	Key Largo	Largo Sound Park	Blue Runner St.	PV	MC	1170	0	0	0	0	14500	0	0	0
5	Key Largo	Largo Sound Village	1st Road	PV	MC	739	0	0	4600	0	0	0	0	0
5	Key Largo	Largo Sound Village	1st Street	PV	MC	739	0	0	4600	0	0	0	0	0

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5	Key Largo	Largo Sound Village	1st Terrace	PV	MC	686	0	0	4300	0	0	0	0	0
5	Key Largo	Largo Sound Village	2nd Road	PV	MC	739	0	0	4600	0	0	0	0	0
5	Key Largo	Largo Sound Village	2nd Street	PV	MC	686	0	0	4300	0	0	0	0	0
5	Key Largo	Largo Sound Village	2nd Terrace	PV	MC	686	0	0	4300	0	0	0	0	0
5	Key Largo	Largo Sound Village	3rd Road	PV	MC	739	0	0	4600	0	0	0	0	0
5	Key Largo	Largo Sound Village	3rd Street	PV	MC	686	0	0	4300	0	0	0	0	0
5	Key Largo	Largo Sound Village	4th Road	PV	MC	739	0	0	4600	0	0	0	0	0
5	Key Largo	Largo Sound Village	Avenue B	PV	MC	1056	0	0	6600	0	0	0	0	0
5	Key Largo	Largo Sound Village	Island Drive	PV	MC	1162	0	0	7300	0	0	0	0	0
5	Key Largo	Largo Sound Village	Sound Drive	PV	MC	1531	0	0	9600	0	0	0	0	0
5	Key Largo	Largo Sound Village	Avenue A	PV	MC	2112	0	0	13200	0	0	0	0	0
5	Key Largo	Lazy Lagoon	Buttonwood Dr	PV	MC	845	0	5300	0	0	0	0	0	0
5	Key Largo	Lazy Lagoon	Joan Drive	DS	MC	100	0	0	0	0	4000	0	0	0
5	Key Largo	Lazy Lagoon	Lagoon Lane	PV	MC	264	0	1700	0	0	0	0	0	0
5	Key Largo	Lazy Lagoon	Lazy Lane	PV	MC	739	0	4600	0	0	0	0	0	0
5	Key Largo	Lazy Lagoon	Sunset Drive	PV	MC	422	0	2600	0	0	0	0	0	0
5	Key Largo	Monroe Park	Morris Avenue	PV	MC	1162	0	0	0	7300	0	0	0	0
5	Key Largo	Ocean Acres	Oleander Street	DS	MC	1214	0	0	0	0	9000	0	0	0
5	Key Largo	Ocean Isles Ests	Abaco Road	PV	MC	1109	0	0	0	0	7000	0	0	0
5	Key Largo	Ocean Isles Ests	Cayman Lane	PV	MC	686	0	0	0	0	4300	0	0	0
5	Key Largo	Ocean Isles Ests	Exuma Road	PV	MC	1267	0	0	0	0	7900	0	0	0
5	Key Largo	Ocean Isles Ests	N End Road	PV	MC	898	0	0	0	0	5600	0	0	0
5	Key Largo	Palma Sola Sub	Ocean Drive	DS	MC	1637	0	0	12100	0	0	0	0	0
5	Key Largo	Palma Sola Sub	Palmetto Avenue	DS	MC	1531	0	0	0	0	0	11300	0	0
5	Key Largo	Palma Sola Sub	Sabal Avenue	DS	MC	1267	9400	0	0	0	0	0	0	0
5	Key Largo	Palma Sola Sub	Second Street	PV	MC	634	0	0	4000	0	0	0	0	0
5	Key Largo	Palma Sola Sub	Silver Palm Av	DS	MC	792	5900	0	0	0	0	0	0	0
5	Key Largo	Palma Sola Sub	Thrinax Avenue	DS	MC	950	0	0	0	0	0	7000	0	0
5	Key Largo	Pamela Villa	LignumVitae Dr	PV	CC	1690	0	38900	0	0	0	0	0	0
5	Key Largo	Pamela Villa	Mahogany Drive	DS	MC	520	0	10600	0	0	0	0	0	0
5	Key Largo	Pamela Villa	Tamarind Road	PV	CC	3485	0	80200	0	0	0	0	0	0
5	Key Largo	Paradise Point	Coral Way	PV	CC	792	0	18200	0	0	0	0	0	0
5	Key Largo	Paradise Point	Paradise Drive	PV	CC	422	0	9700	0	0	0	0	0	0
5	Key Largo	Paradise Point Cove	N Blackwater Dr	PV	CC	2913	0	67000	0	0	0	0	0	0
5	Key Largo	Paradise Point Cove	Blackwater Dr.	PV	CC	350	0	8100	0	0	0	0	0	0
5	Key Largo	Pirates Cove	Arica Drive	PV	CC	370	0	8500	0	0	0	0	0	0
5	Key Largo	Pirates Cove	Barrocoa Dr	PV	CC	475	0	10900	0	0	0	0	0	0
5	Key Largo	Pirates Cove	Blackbeard Dr	PV	CC	581	0	13400	0	0	0	0	0	0
5	Key Largo	Pirates Cove	Henry Morgan Dr	PV	CC	422	0	9700	0	0	0	0	0	0
5	Key Largo	Pirates Cove	John Silver Dr	PV	CC	581	0	13400	0	0	0	0	0	0
5	Key Largo	Pirates Cove	Le Grand Dr	PV	CC	475	0	10900	0	0	0	0	0	0
5	Key Largo	Pirates Cove	Pirates Drive	PV	CC	2218	0	51000	0	0	0	0	0	0
5	Key Largo	Pirates Cove	Tortuga Drive	PV	CC	739	0	17000	0	0	0	0	0	0
5	Key Largo	Pirates Cove	Treasure Blvd	PV	CC	528	0	12150	0	0	0	0	0	0
5	Key Largo	Rae's Cuda Canal Sub	Cuda Lane	PV	MC	1056	0	0	0	6600	0	0	0	0

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

*WK TP=WORK TYPE, WK BY=WORK BY, MC=MONROE CTY, CC=CONTRACT
DS=DBL SUR, PV=PAVING, BK=BIKE PATH PAVING, BR=BRIDGE WORK

DI	KEY	SUBDIVISION	ROAD	WK TP *	WK BY *	LENGTH (FT)	EST. COST ($) FY 90-91	YEAR 1 91-92	YEAR 2 92-93	YEAR 3 93-94	YEAR 4 94-95	YEAR 5 95-96	YEAR 6 96-97	YEAR 7 97-98
5	Key Largo	Riviera Village Rev	Bay Drive	PV	CC	475	0	0	11000	0	0	0	0	0
5	Key Largo	Riviera Village Rev	Marlin Avenue	PV	CC	1478	0	0	34000	0	0	0	0	0
5	Key Largo	Riviera Village Rev	Tarpon Avenue	PV	CC	2323	0	0	53400	0	0	0	0	0
5	Key Largo	Riviera Village Rev	Dolphin Road	PV	CC	1530	0	0	35200	0	0	0	0	0
5	Key Largo	Riviera Village Rev	Pompano Avenue	PV	CC	1165	0	0	26800	0	0	0	0	0
5	Key Largo	Riviera Village Rev	Bonita Avenue	PV	CC	1220	0	0	28060	0	0	0	0	0
5	Key Largo	Riviera Village Rev	Bowen Drive	PV	CC	1290	0	0	29670	0	0	0	0	0
5	Key Largo	Riviera Village Rev	Biscayne Drive	PV	CC	825	0	0	19980	0	0	0	0	0
5	Key Largo	Seaside	Ocean View Blvd	PV	MC	739	0	0	0	4600	0	0	0	0
5	Key Largo	Sexton Cove	Sexton Way	PV	CC	480	0	11050	0	0	0	0	0	0
5	Key Largo	Silver Lake Park Sub	Harbor Drive	DS	MC	530	3350	0	0	0	0	0	0	0
5	Key Largo	South Creek Village	Cabrera Street	PV	MC	1320	7230	0	0	0	0	0	0	0
5	Key Largo	Stillwright Point	Stillwright Way	PV	CC	640	0	14720	0	0	0	0	0	0
5	Key Largo	Stillwright Point	North Drive	PV	CC	1320	0	30360	0	0	0	0	0	0
5	Key Largo	Stillwright Point	Center Lane	PV	CC	920	0	21160	0	0	0	0	0	0
5	Key Largo	Stillwright Point	South Drive	PV	CC	840	0	19320	0	0	0	0	0	0
5	Key Largo	Tavernier Bch Amd	Coconut Row	PV	MC	1320	0	0	8300	0	0	0	0	0
5	Key Largo	Tavernier Harbor	Jo-Jean Way	PV	MC	422	0	0	2700	0	0	0	0	0
5	Key Largo	Tavernier Ocean Shrs	OrangeBlossomRd	PV	MC	1267	0	0	0	0	0	7900	0	0
5	Key Largo	Thompsons	Fishermans Tr.	PV	MC	330	0	3600	0	0	0	0	0	0
5	Key Largo	Twin Lakes	Bunky Street	PV	MC	264	0	6100	0	0	0	0	0	0
5	Key Largo	Twin Lakes	Canal Street	PV	CC	1478	0	0	0	34000	0	0	0	0
5	Key Largo	Twin Lakes	Colson Street	PV	CC	422	0	0	0	9700	0	0	0	0
5	Key Largo	Twin Lakes	Crane Street	PV	MC	510	2790	0	0	0	0	0	0	0
5	Key Largo	Twin Lakes	Ellen Drive	PV	CC	2218	0	0	0	51000	0	0	0	0
5	Key Largo	Twin Lakes	George Street	PV	CC	581	0	0	0	13400	0	0	0	0
5	Key Largo	Twin Lakes	Musa Drive	PV	CC	634	0	0	0	14600	0	0	0	0
5	Key Largo	Twin Lakes	N Lake Drive	PV	CC	1267	0	0	0	29100	0	0	0	0
5	Key Largo	Twin Lakes	Shaw Drive	PV	MC	2700	14780	0	0	0	0	0	0	0
5	Key Largo	Twin Lakes	Boyd Dr	PV	CC	1320	0	0	0	32000	0	0	0	0
5	Key Largo	Twin Lakes	Lake Street	PV	MC	310	1700	0	0	0	0	0	0	0
5	Key Largo	Twin Lakes Ad 1	Adams Drive	PV	MC	1690	9250	0	0	0	0	0	0	0
5	Key Largo	Winston Waterways #2	2nd Lane	PV	MC	634	0	0	0	0	0	4000	0	0
5	Key Largo	Winston Waterways #2	La Paloma Road	PV	MC	2852	0	0	0	0	0	17800	0	0
*** Total ***							1780600	3184300	2925621	2828850	2995230	2900660	1651100	1208300

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

MC=MONROE COUNTY, CC=CONTRACTOR
DS=DBL SURF, PV=PAVING, BK=BIKE PATH PAVING, BR=BRIDGE WORK

DIST KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 90-91	STATUS
** WORK TYPE BK					
* WORK BY MC					
2 Sugarloaf	Bike Path	US#1	2400	2400	So.Pt.Rd to Cross-over @ US1, Complete
2 Sugarloaf	Bike Path	Sugarloaf Blvd	7000	15800	US#1 to Allamanda, Complete
2 Big Pine	Bike Path	US#1	8200	16200	Shipsway to Cunningham to 3rd Av, Complete
4 Long	Bike Path	US#1	11400	10050	Micro Twr to Park Ent, Complete
5 Key Largo	Bike Path	US#1	73600	23100	Complete
* Subsubtotal *					
** Subtotal **			102600	67550	
			102600	67550	
** WORK TYPE BR					
* WORK BY CC					
2 Sugarloaf	Bridge #904151	Shore Dr	0	155350	Complete
4 Boot	Bridge #904490	20th Street	0	10000	Emerg. Rprs FY 90-91, Reptg Stl Strc FY 91-92
5 Key Largo	Bridge #904990	Card Sound Rd	0	472100	Conc Rprs Compl. FY 90-91, Cntr Spn FY 91-92
* Subsubtotal *			0	637450	
* WORK BY MC					
5 Key Largo	Bridge #904910	Bahama Rd	0	16500	Complete
* Subsubtotal *					
** Subtotal **			0	16500	
			0	653950	
** WORK TYPE DS					
* WORK BY MC					
2 Big Pine	Eden Pines Colony	Pine Avenue	686	3840	Complete
2 Big Pine	Palm Villa	Poinciana Road	350	4920	Complete
4 Key Vaca	Sombrero Bch Village	Spoonbill Drive	634	4700	Paved by private developer
5 Key Largo	Buttonwood Shores	Poinsetta Drive	634	4170	Complete
5 Key Largo	Palma Sola Sub	Sabal Avenue	1267	9400	Complete
5 Key Largo	Palma Sola Sub	Silver Palm Av	792	5900	Complete
5 Key Largo	Silver Lake Park Sub	Harbor Drive	530	3350	Complete
* Subsubtotal *					
** Subtotal **			4893	36280	
			4893	36280	

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DIST KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 90-91	STATUS
*** Total ***			190024	1780600	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 90-91	STATUS
** WORK TYPE PV						
* WORK BY CC						
2	Saddlebunch	Bay Point Tr Park 1	Cross Way	605	13900	Complete
2	Sugarloaf	Gulf Shores	Date Palm Drive	2112	26750	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	Bamboo Court	264	3340	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	Banyan Lane	264	3340	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	Cedar Lane	475	6020	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	Croton Court	158	2000	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	Cypress Road	1320	16720	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	Dogwood Lane	370	4690	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	East Point Dr	792	10030	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	Holly Lane	370	4690	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	South Point Dr	2746	34770	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	Tamarind Road	1056	13370	Complete
2	Sugarloaf	Sugarloaf Shrs Sec F	West Point Dr	581	7360	Complete
2	Sugarloaf	Vacation Harbor	Hawksbill Lane	1800	22800	Complete
2	Sugarloaf	Vacation Harbor	Loggerhead Lane	1625	20580	Complete
2	Summerland	Smrlnd Beach Ad 2	7th Street	460	8560	Complete
2	Summerland	Smrlnd Beach Ad 2	Ocean Shore Dr	2640	49100	Complete
2	Summerland	Smrlnd Beach Ad 2	5th Street	735	13670	Added to FY 90-91 Project/Complete
2	Summerland	Smrlnd Beach Ad 6	East Shore Dr	2482	46170	Complete
2	Summerland	Smrlnd Key Cv Ad 1	Airport Dr S	2798	52040	Complete
2	Summerland	Smrlnd Key Cv Ad 3	Caribbean Dr W	850	100540	Complete
2	Summerland	Smrlnd Key Cv Ad 3&4	West Shore Dr	5280	98200	Complete
2	Summerland	Smrlnd Key Cv Ad 3&4	Hunt Lane	760	14140	Complete
2	Summerland	Smrlnd Key Cv Amd	Lake Drive S	240	4470	Complete
2	Summerland	Smrlnd Key Cv Amd	Lake Drive N	1600	29760	Complete
2	Summerland	Smrlnd Key Cv Amd	Airport Drive N	2320	43150	Complete
5	Plantation	High Point	High Point Road	1373	16070	Rescheduled from FY 89-90/Complete
5	Plantation	High Point	Rolling Hill Rd	2640	30800	Rescheduled from FY 89-90/Complete
* Subsubtotal *				38716	697030	
* WORK BY MC						
2	Cudjoe	Cud Ocean Shrs	Snapper Lane	590	2890	Complete
2	Cudjoe	Cuthrt Hrbr Est Ad 1	Hakluyt Lane	515	2520	Complete
2	Little Torch	Barry Beach	Barry Avenue	3960	19410	Complete
2	Little Torch	Mates Beach Plat 4	Candice Avenue	660	3240	Complete
2	Little Torch	Mates Beach Plat 6	Carolyn Avenue	528	2590	Complete
2	Little Torch	Mates Beach Plat 6	Diane Avenue	528	2590	Complete
2	Little Torch	Mates Beach Plat 6	Linda Street	845	4140	Complete
2	Big Pine	Cahill Pines & Palms	Unnamed Road	1426	14400	Complete
2	Big Pine	Cahill Pines & Palms	E Cahill Court	1426	9840	Complete
2	Big Pine	Cahill Pines & Palms	W Cahill Court	2165	13500	Complete
2	Big Pine	Cahill Pines & Palms	Lobster Tail Rd	1426	7980	Complete

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 90-91	STATUS
2	Big Pine	Port Pine Hghts Ad 2	Atlantic Street	581	13400	Complete
2	Big Pine	Port Pine Hghts Ad 2	Bahama Street	581	13400	Complete
2	Big Pine	Port Pine Hghts Ad 2	Blue Lagoon	581	13400	Complete
2	Big Pine	Port Pine Hghts Ad 2	Caribbean St	581	13400	Complete
2	Big Pine	Port Pine Hghts Ad 2	Gulfstream St	581	3700	Complete
2	Big Pine	Port Pine Hghts Ad 2	Gumbo Limbo St	528	3300	Complete
2	Big Pine	Port Pine Hghts Ad 2	Hibiscus Street	528	2250	Complete
2	Big Pine	Port Pine Hghts Ad 2	Landers Street	581	3700	Complete
2	Big Pine	Port Pine Hghts Ad 2	Pine Street	528	3300	Complete
2	Big Pine	Port Pine Hghts Ad 2	South Seas St	581	3700	Complete
2	Big Pine	Port Pine Hghts Ad 2	Tradewinds St	581	3700	Complete
2	Big Pine	Port Pine Hghts Ad 2	Treasure Island	581	3700	Complete
2	Big Pine	Port Pine Hghts Ad 2	Poinciana St.	530	6590	Complete
2	Big Pine	Port Pine Hghts Ad 2	Coconut Palm St	530	6590	Complete
4	Key Vaca	Gulfstream Village	92nd Street	660	4200	Added to FY 90-91/Complete
4	Key Vaca	Little Venice	112th St Ocean	820	3580	Complete
4	Key Vaca	Little Venice	Court #3 (112)	170	750	Complete
4	Key Vaca	Little Venice	Court #4 (112)	170	750	Complete
4	Key Vaca	Little Venice	Court #5 (112)	170	750	Complete
4	Key Vaca	Marathon Beach	37th Gulf	686	4820	Complete
4	Key Vaca	Sombrero Isle	Calle Ensueno	1795	12390	Complete
4	Key Vaca	Tropicana	74th Street	1690	10600	Added to FY 90-91/Complete
4	Key Vaca	Yacht Harbor Island	122nd Street	900	3940	Complete
4	Key Vaca	Yacht Harbor Island	E Harbor Blvd	1320	5700	Complete
4	Key Vaca	Yacht Harbor Island	W Harbor Blvd	580	2540	Complete
4	Boot	Waloriss	Calle Limon	1162	7300	Complete
4	Boot	Waloriss	Corte Del Sol	375	2580	Complete
4	Boot	Waloriss	Courte Chica	200	1370	Complete
4	Boot	Waloriss	Corte Del Brisa	720	4950	Complete
4	Fat Deer	Eberharter	Yacht Hrbr. Dr.	900	11170	Complete
5	Plantation	Sunshine Est Sec 1	Pelican Road	410	6180	Complete
5	Plantation	Sunshine Est Sec 1	Mockingbird Rd	885	11000	Complete
5	Plantation	Sunshine Est Sec 1	Spoonbill Road	410	6320	Complete
5	Key Largo	Burtons Ad	Hood Avenue	686	8450	Complete
5	Key Largo	Harbor Shores	Caple Road	634	3470	Complete
5	Key Largo	South Creek Village	Cabrera Street	1320	7230	Complete
5	Key Largo	Twin Lakes	Crane Street	510	2790	Complete
5	Key Largo	Twin Lakes	Shaw Drive	2700	14780	Complete
5	Key Largo	Twin Lakes	Lake Street	310	1700	Complete
5	Key Largo	Twin Lakes Ad 1	Adams Drive	1690	9250	Complete
* Subsubtotal *				43815	325790	
** Subtotal **				82531	1022820	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 91-92	STATUS
** WORK TYPE BK						
* WORK BY MC						
2	Stock Island	Bike Path	5th St	1450	4350	McDonald to 5th Av
2	Stock Island	Bike Path	Cross Street	2500	7500	From County Road to US 1
4	Knight's	Bike Path	US#1	1500	5100	Added to FY 91-92
4	Key Vaca	Bike Path	109th Street	350	1500	Added to FY 91-92
4	Boot	Bike Path	Sombrero Blvd	9000	27000	
4	LwrMatecumbe	Bike Path	US#1	13200	43500	Build w/ Impact Fees/Added to FY 91-92
5	Key Largo	Bike Path	US#1	73600	23100	Complete
5	Key Largo	Bike Path	Burton Rd	10000	30000	Added to FY 91-92/From US1 to Harris Park
* Subsubtotal *				111600	142050	
** Subtotal **				111600	142050	
** WORK TYPE BR						
* WORK BY CC						
4	Boot	Bridge #904490	20th Street	0	100000	Emerg. Rprs FY 90-91, Reptg Stl Strc FY 91-92
5	Key Largo	Bridge #904990	Card Sound Rd	0	100000	Conc Rprs Compl. FY 90-91, Cntr Spn FY 91-92
* Subsubtotal *				0	200000	
* WORK BY MC						
2	Boca Chica	Bridge #904110	Boca Chica Rd	0	100000	Continued,pending permit acquisition
2	Sugarloaf	Bridge #904153	Sugarloaf Blvd	0	50100	
4	Fat Deer	Bridge #904540	Coco Plum Dr	0	13900	Rescheduled from FY 90-91
4	Duck Key	Bridge #904604	Harbor Dr	0	38000	
* Subsubtotal *				0	202000	
** Subtotal **				0	402000	
** WORK TYPE DS						
* WORK BY MC						
2	Cudjoe	Cuthrt Hrbr Est Ad 1	Labat Lane	430	5990	Added to FY 91-92
2	Cudjoe	Cutthroat Harbor Est	Pieces of Eight	1214	6360	Rescheduled from FY 94-95/Fill Only
2	Cudjoe	Cutthroat Harbor Est	Gold Bullion Rd	400	2340	Added to FY 91-92/Fill Only
2	Cudjoe	Cutthroat Harbor Est	Treasure Chest	400	2340	Added to FY 91-92/Fill Only
2	Summerland	Smrlnd Beach Ad 7	Calle Reale	370	1800	Added to FY 91-92
2	Summerland	Smrlnd Ests Resub	45th Street	530	3900	
5	Plantation	Sunshine Est Sec 1	Bluebird Road	440	7800	Added to FY 91-92
5	Key Largo	Buttonwood Shores	Palm Avenue	581	3600	
5	Key Largo	Buttonwood Shores	Sunset Drive	190	2900	Added to FY 91-92

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 91-92	STATUS
5	Key Largo	Largo Beach	Euclid Place	211	1600	
5	Key Largo	Pamela Villa	Mahogany Drive	520	10600	Rescheduled from FY 93-94
* Subsubtotal *						
** Subtotal **				5286	49230	
				5286	49230	
** WORK TYPE PV						
* WORK BY CC						
3	Key West	W. D. Cash	Bertha Street	2000	185510	Rescheduled from FY 90-91
2	Big Coppitt	Porpoise Point Sec 2	Dolphin Road	898	20650	
2	Big Coppitt	Porpoise Point Sec 2	Dondi Road	581	13360	
2	Big Coppitt	Porpoise Point Sec 2	Flipper Road	686	15780	
2	Big Coppitt	Porpoise Point Sec 2	Porpoise Blvd	950	21850	
2	Big Coppitt	Porpoise Point Sec 4	Aqua Marine Dr	950	21850	
2	Big Coppitt	Porpoise Point Sec 4	Jade Drive	845	19450	
2	Big Coppitt	Porpoise Point Sec 5	Diamond Drive	1056	24290	
2	Big Coppitt	Porpoise Point Sec 5	Emerald Drive	1320	30360	
2	Big Coppitt	Porpoise Point Sec 5	Sapphire Drive	1160	26600	
2	Big Coppitt	Porpoise Point Sec 6	Tamarind Drive	1109	25500	
2	Big Coppitt	Similar Sound Sec A	Cactus Drive	1350	31050	
2	Big Coppitt	Similar Sound Sec A	Palmetto Drive	1435	33000	
2	Saddlebunch	Bay Point	Bay Drive	3960	91100	Rescheduled from FY 90-91
2	Saddlebunch	Bay Point	Boulder Drive	1109	25500	Rescheduled from FY 90-91
2	Saddlebunch	Bay Point	E Circle Drive	898	20650	
2	Saddlebunch	Bay Point	W Circle Drive	898	20650	
2	Saddlebunch	Bay Point Tr Park 1	Beach Drive	739	17000	
2	Saddlebunch	Bay Point Tr Park 1	Coral Drive	950	22000	
2	Saddlebunch	Bay Point Tr Park 1	Palm Drive	2218	51000	
2	Saddlebunch	Bay Point Tr Park 1	Shore Drive	528	12000	
2	Saddlebunch	Pleasant View Shores	Unnamed@PalmDr	86	1500	
2	Cudjoe	Cuthrt Hrbr Est Ad 1	Blue Water Dr	1848	42500	Design FY 90-91/Construction FY 91-92
2	Ramrod	Breezeswept Bch Ests	Calico Jack Cir	1584	36400	
2	Ramrod	Breezeswept Bch Ests	Trinidad Road	1109	25500	Rescheduled from FY 92-93
2	Big Pine	N/A	West Indies Dr	5597	128700	Rescheduled from FY 92-93
2	Big Pine	Big Pine Key, Inc.	C-940 (KeyDeer)	3000	69000	
2	Big Pine	Big Pine Key, Inc.	Palmetto Avenue	2270	52200	Rescheduled from FY 90-91
2	Big Pine	Dario's	Sandy Circle	4858	111700	Rescheduled from FY 90-91
2	Big Pine	Dario's	Edward Road	475	14500	Added to FY 91-92
2	Big Pine	Port Pine Heights	Mercedes Road	475	14500	Added to FY 91-92
2	Big Pine	Port Pine Heights	Gordon Road	634	14600	Design FY 90-91/Construction FY 91-92
2	Big Pine	Port Pine Heights	Mary Road	650	14900	Design FY 90-91/Construction FY 91-92
2	Big Pine	Port Pine Heights	Hall Road	581	13400	Design FY 90-91/Construction FY 91-92
2	Big Pine	Port Pine Hghts Ad 1	Mills Road	1637	37650	Design FY 90-91/Construction FY 91-92
			Diane Road	595	14500	Design FY 90-91/Construction FY 91-92

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 91-92	STATUS
2	Big Pine	Port Pine Hghts Ad 1	Eugene Road	595	15600	Design FY 90-91/Construction FY 91-92
2	Big Pine	Port Pine Hghts Ad 1	Venna Road	2006	46100	Design FY 90-91/Construction FY 91-92
2	Big Pine	Port Pine Hghts Ad 2	Gulf Blvd	2640	60700	Design FY 90-91/Construction FY 91-92
2	Big Pine	Sam-N-Joe	Nathalie Road	475	14500	Added to FY 91-92
2	Big Pine	Sam-N-Joe	County Road	1700	18000	Added to FY 91-92
2	Big Pine	Sam-N-Joe	Bailey Road	475	14500	Added to FY 91-92
4	Key Vaca	Marathon Shrs Pt B&C	Gulfstream Blvd	4277	98400	
4	LwrMatecumbe	Safety Harbor	Bayview Drive	1901	43700	Rescheduled from FY 90-91
4	LwrMatecumbe	Safety Harbor	Buttonwood Lane	792	18200	Rescheduled from FY 90-91
4	LwrMatecumbe	Safety Harbor	Palm Drive	2904	68800	Rescheduled from FY 90-91
4	LwrMatecumbe	Safety Harbor	Willow Ln	460	4800	Rescheduled from FY 90-91
5	Plantation	Plant Trop Pk 1&2	Gardenia Street	1500	17500	Paving by Contract - north of Woods Ave
5	Plantation	Plantation Beach	Plantation Blvd	2957	68000	Rescheduled from FY 90-91
5	Plantation	Plantation Ky Colony	Gardenia Street	1504	34600	Design FY 90-91/Construction FY 91-92
5	Plantation	Plantation Ky Colony	Royal Poinciana	1056	24300	Design FY 90-91/Construction FY 91-92
5	Plantation	Plantation Ky Colony	Coconut Palm Bl	2500	48000	Design FY 90-91/Construction FY 91-92
5	Plantation	Plantation Ky Colony	Palm Avenue	280	1750	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pamela Villa	LignumVitae Dr	1690	38900	Rescheduled from FY 93-94
5	Key Largo	Pamela Villa	Tamarind Road	3485	80200	Rescheduled from FY 93-94
5	Key Largo	Paradise Point	Coral Way	792	18200	Rescheduled from FY 90-91
5	Key Largo	Paradise Point	Paradise Drive	422	9700	Rescheduled from FY 90-91
5	Key Largo	Paradise Point Cove	N Blackwater Dr	2913	67000	Design FY 90-91/Construction FY 91-92
5	Key Largo	Paradise Point Cove	Blackwater Dr.	350	8100	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	Arica Drive	370	8500	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	Barrocoa Dr	475	10900	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	Blackbeard Dr	581	13400	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	Henry Morgan Dr	422	9700	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	John Silver Dr	581	13400	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	Le Grand Dr	475	10900	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	Pirates Drive	2218	51000	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	Tortuga Drive	739	17000	Design FY 90-91/Construction FY 91-92
5	Key Largo	Pirates Cove	Treasure Blvd	528	12150	Design FY 90-91/Construction FY 91-92
5	Key Largo	Sexton Cove	Sexton Way	480	11050	Design FY 90-91/Construction FY 91-92
5	Key Largo	Stillwright Point	Stillwright Way	640	14720	Design FY 90-91/Construction FY 91-92
5	Key Largo	Stillwright Point	North Drive	1320	30360	Design FY 90-91/Construction FY 91-92
5	Key Largo	Stillwright Point	Center Lane	920	21160	Design FY 90-91/Construction FY 91-92
5	Key Largo	Stillwright Point	South Drive	840	19320	Design FY 90-91/Construction FY 91-92
* Subsubtotal *				99302	2383810	
* WORK BY MC						
2	Raccoon	Key Haven Ad 7	Cactus Drive	425	5300	Added to FY 91-92
2	Geiger	Boca Chica Ocean Shr	Geiger Road	1400	12100	Added to FY 91-92
2	Sugarloaf	Sugarloaf Shrs	Sugarloaf Drive	1250	11300	Added to FY 91-92
2	Cudjoe	Cutthroat Harbor Est	Port Royal Lane	680	8600	Added to FY 91-92
2	Cudjoe	Cutthroat Harbor Est	Long Ben Lane	480	6800	Added to FY 91-92

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

MC=MONROE COUNTY, CC=CONTRACTOR
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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 91-92	STATUS
2	Cudjoe	Cutthroat Harbor Est	Gasparilla Lane	360	4300	Added to FY 91-92
2	Cudjoe	Cutthroat Harbor Est	Captain Kidd Ln	300	3100	Added to FY 91-92
2	Cudjoe	Cutthroat Harbor Est	Dirk Lane	180	2600	Added to FY 91-92
2	Big Pine	Eden Pines Colony	Narcissus Ave	2600	16800	Added to FY 91-92
4	Key Vaca	Farara Shores	100th Street	1200	7400	Added to FY 91-92
4	Key Vaca	Industrial Sub	Lindahl Street	370	2300	
4	Key Vaca	Industrial Sub	Peter Jay St	950	5900	
4	Key Vaca	Key Colony 1	1st Avenue	1637	10200	
4	Key Vaca	Lida Sub	83rd Street	1267	7500	
4	Key Vaca	Lida Sub	84th Street	1162	7300	
4	Key Vaca	Little Venice	114th St Ocean	1050	4300	Added to FY 91-92
4	Key Vaca	Little Venice	2nd Ave (114)	370	2300	Added to FY 91-92
4	Key Vaca	Little Venice	3rd Ave (114)	370	2300	Added to FY 91-92
4	Key Vaca	Little Venice	4th Ave (114)	370	2300	Added to FY 91-92
4	Key Vaca	Little Venice No 2	5th (Bobber Ct)	380	2100	Rescheduled from FY 90-91
4	Key Vaca	Marathon Beach	42nd St Gulf	830	6910	Added to FY 91-92
4	Key Vaca	Paraiso Estates	75th St. E.Blvd	1100	9500	
4	Key Vaca	Pearce's	Pearce's Street	910	7100	Added to FY 91-92
5	Key Largo	Buttonwood Shores	Buttonwood Dr	475	3000	
5	Key Largo	Hibiscus Park	Hibiscus Lane	1795	11200	
5	Key Largo	Largo Beach	Broadway	898	5600	
5	Key Largo	Largo Beach	Lincoln Avenue	845	5300	
5	Key Largo	Largo Beach	Tavernier Drive	1584	9900	
5	Key Largo	Lazy Lagoon	Buttonwood Dr	845	5300	
5	Key Largo	Lazy Lagoon	Lagoon Lane	264	1700	
5	Key Largo	Lazy Lagoon	Lazy Lane	739	4600	
5	Key Largo	Lazy Lagoon	Sunset Drive	422	2600	
5	Key Largo	Thompsons	Fishermans Tr.	330	3600	Added to FY 91-92
5	Key Largo	Twin Lakes	Bunky Street	264	6100	Rescheduled from FY 90-91
* Subsubtotal *						
** Subtotal **				28102	207210	
*** Total ***				127404	2591020	
				244290	3184300	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 92-93	STATUS
** WORK TYPE BK						
* WORK BY MC						
2	Cudjoe	Bike Path	Spanish Main	4858	29150	Added to plan
2	Summerland	Bike Path	US#1	2670	25000	Consolidated to FY 92-93 Project
2	Big Pine	Bike Path	Key Deer Blvd	14256	50300	Watson Blvd to Kyle Blvd (Port Pine Hts.)
4	Key Vaca	Bike Path	Coco Plum	5700	8100	US #1 to Curve
5	Key Largo	Bike Path	US#1	73600	23100	Complete
* Subsubtotal *				101084	135650	
** Subtotal **				101084	135650	
** WORK TYPE BR						
* WORK BY CC						
5	Key Largo	Bridge #904990	Card Sound Rd	0	400000	Conc Rprs Compl. FY 90-91, Cntr Spn FY 91-92
* Subsubtotal *				0	400000	
* WORK BY MC						
2	Saddlebunch	Bridge #904140	Palm Dr	0	11000	
2	Sugarloaf	Bridge #904155	C.R. 939A	0	84500	
2	Summerland	Bridge #904250	Caribbean Dr	0	75500	
4	Key Vaca	Bridge #904255	Copa D'Oro	0	12200	
4	Key Vaca	Bridge #904495	25th St	0	11500	
4	Key Vaca	Bridge #904512	116th St	0	26400	
4	Duck Key	Bridge #904602	Duck Key Dr	0	9500	
5	Key Largo	Bridge #904980	Steamboat Creek	0	100000	
* Subsubtotal *				0	330600	
** Subtotal **				0	730600	
** WORK TYPE DS						
* WORK BY MC						
2	Big Pine	Eden Pines Ad 1	Azalea Lane	264	2000	
2	Big Pine	Palm Villa	Avenue "D"	2587	19100	
2	Big Pine	Virgil S. Lowe	Warner Street	2329	17000	
4	LwrMatecumbe	White Marlin Beach	Lakeview Drive	528	3900	
5	Key Largo	Burlington Heights	Pine Tree Drive	294	2200	
5	Key Largo	Largo Edmar Sub	First Avenue	581	4300	
5	Key Largo	Palma Sola Sub	Ocean Drive	1637	12100	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 92-93	STATUS
* Subsubtotal *						
** Subtotal **				8220	60600	
				8220	60600	
** WORK TYPE PV						
* WORK BY CC						
3	Key West	N/A	Duval Street	2693	120000	
2	Stock Island	Balido Sub	Balido Street	528	12150	Rescheduled from FY 91-92
2	Stock Island	Balido Sub	Balido Terrace	528	12150	Rescheduled from FY 91-92
2	Stock Island	Balido Sub	County Road	1056	24290	Rescheduled from FY 91-92
2	Stock Island	Lincoln Gardens	Miriam Street	1214	27900	Rescheduled from FY 91-92
2	Stock Island	Lincoln Gardens #2	Roberta Street	1214	27900	Rescheduled from FY 91-92
2	Sugarloaf	Sgrlf Shrs Sec D Ext	Alamanda Dr W	845	19450	
2	Sugarloaf	Sgrlf Shrs Sec D Ext	Buttonwood Dr W	475	10900	
2	Sugarloaf	Sgrlf Shrs Sec D Ext	Coral Drive	950	21850	
2	Sugarloaf	Sgrlf Shrs Sec D Ext	Dolphin Dr W	264	6000	
2	Sugarloaf	Sgrlf Shrs Sec D Ext	Hibiscus Lane	475	10900	
2	Sugarloaf	Sgrlf Shrs Sec D Ext	Keystone Rd W	1162	26800	
2	Sugarloaf	Sgrlf Shrs Sec D Ext	La Brisa Court	317	7300	
2	Sugarloaf	Sgrlf Shrs Sec D Ext	Seagrape Lane	739	17000	
2	Cudjoe	Cutthroat Harbor Est	Jolly Roger Dr	3379	77700	Rescheduled from FY 91-92
2	Cudjoe	Cutthroat Harbor Est	Jolly Roger DrE	581	13400	Rescheduled from FY 91-92
2	Cudjoe	Cutthroat Harbor Est	LaFitte Drive	2376	56400	Rescheduled from FY 91-92
2	Cudjoe	Cutthroat Harbor Est	Anne Bonny Lane	650	14950	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	John Silver Ln	795	18290	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Buccaneer Lane	1060	24380	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Blackbeard Ln	1060	24380	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Cutthroat Drive	1280	29440	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Cutlass Lane	710	16330	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Galleon Lane	580	13340	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Doubloon Lane	480	11050	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Le Grand Lane	405	9320	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Maracaibo Lane	340	7820	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Tortuga Lane	305	7020	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Peg Leg Lane	275	6330	Added to FY 92-93 contract
2	Cudjoe	Cutthroat Harbor Est	Arica Lane	240	5520	Added to FY 92-93 contract
2	Big Pine	Cahill Pines & Palms	Pines&Palms Rd	3485	1	Deleted/See Newfound Blvd
4	Duck	Duck Key Resub S2P2	Indies Drive S	2270	52200	Rescheduled from FY 91-92
4	LwrMatecumbe	Toll Gate Shores	Toll Gate Blvd	1320	30400	
4	LwrMatecumbe	Toll Gate Shores	Toll Gate Lane	792	18200	
4	LwrMatecumbe	Toll Gate Shores	Toll Gate ShrDr	686	15800	
5	Plantation	Indian Waterways	Caloosa Street	1637	37700	Rescheduled from FY 91-92
5	Plantation	Indian Waterways	Ojibway Avenue	2482	57100	Rescheduled from FY 91-92
5	Plantation	Indian Waterways	Tequesta Street	1426	32800	Rescheduled from FY 95-96

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 92-93	STATUS
5	Plantation	Key Heights Sec 2	Cocoa Drive	422	9700	
5	Plantation	Key Heights Sec 2	Key Heights Dr	2112	48600	
5	Plantation	Key Heights Sec 2	Monroe Drive	1267	29200	
5	Plantation	Key Heights Sec 2	Ocala Drive	475	10900	
5	Plantation	Key Heights Sec 2	Orlando Drive	898	20700	
5	Plantation	Key Heights Sec 2	Sebring Drive	1320	30400	
5	Plantation	Key Heights Sec 2	Tampa Drive	634	14600	
5	Key Largo	N/A	Card Sound Rd	20000	500000	Added to FY 92-97/Raising road to 5 feet
5	Key Largo	Riviera Village Rev	Bay Drive	475	11000	Rescheduled from FY 94-95
5	Key Largo	Riviera Village Rev	Marlin Avenue	1478	34000	Rescheduled from FY 94-95
5	Key Largo	Riviera Village Rev	Tarpon Avenue	2323	53400	Rescheduled from FY 94-95
5	Key Largo	Riviera Village Rev	Dolphin Road	1530	35200	Added to FY 92-93 Project
5	Key Largo	Riviera Village Rev	Pompano Avenue	1165	26800	Added to FY 92-93 Project
5	Key Largo	Riviera Village Rev	Bonita Avenue	1220	28060	Added to FY 92-93 Project
5	Key Largo	Riviera Village Rev	Bowen Drive	1290	29670	Added to FY 92-93 Project
5	Key Largo	Riviera Village Rev	Biscayne Drive	825	19980	Added to FY 92-93 Project
* Subsubtotal *				78508	1826671	
* WORK BY MC						
2	Big Coppitt	Coppitt Resub	Avenue F	1267	7900	
4	Key Vaca	Farara Shores	101 St.,Miller	1214	7600	
4	Key Vaca	Key Colony 4	6th Avenue	792	5000	
4	Key Vaca	Sea Air Estates	Brian Road	903	5600	
5	Key Largo	Amd Plat of Bay Hrbr	Lane #2	200	1300	
5	Key Largo	Amd Plat of Bay Hrbr	Unnamed Lane	422	2700	
5	Key Largo	Bahia Mar Estates	Barcelona Road	528	3300	Rescheduled from FY 94-95
5	Key Largo	Bahia Mar Estates	Madrid Road	670	4800	Rescheduled from FY 89-90
5	Key Largo	Bahia Mar Estates	Palma Road	300	1900	Rescheduled from FY 94-95
5	Key Largo	Bahia Marr Estates	La Paloma Road	1030	6500	Added to FY 92-93
5	Key Largo	Bowens Ad Riv Vil	Biscayne Road	686	4300	Rescheduled from FY 91-92
5	Key Largo	Bowens Ad Riv Vil	Bonita Avenue	1214	7600	Rescheduled from FY 91-92
5	Key Largo	Bowens Ad Riv Vil	Bowen Drive	1056	6600	Rescheduled from FY 95-96
5	Key Largo	Bowens Ad Riv Vil	Pompano Avenue	1320	8300	Rescheduled from FY 95-96
5	Key Largo	Harris Ocean Pk Est	Trinidad Road	300	3100	Added to FY 92-93
5	Key Largo	KL Ocean Shores Ad	Wildwood Circle	581	3700	Rescheduled from FY 90-91
5	Key Largo	Largo Sound Village	1st Road	739	4600	
5	Key Largo	Largo Sound Village	1st Street	739	4600	
5	Key Largo	Largo Sound Village	1st Terrace	686	4300	
5	Key Largo	Largo Sound Village	2nd Road	739	4600	
5	Key Largo	Largo Sound Village	2nd Street	686	4300	
5	Key Largo	Largo Sound Village	2nd Terrace	686	4300	
5	Key Largo	Largo Sound Village	3rd Road	739	4600	
5	Key Largo	Largo Sound Village	3rd Street	686	4300	
5	Key Largo	Largo Sound Village	4th Road	739	4600	
5	Key Largo	Largo Sound Village	Avenue B	1056	6600	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 92-93	STATUS
5	Key Largo	Largo Sound Village	Island Drive	1162	7300	
5	Key Largo	Largo Sound Village	Sound Drive	1531	9600	
5	Key Largo	Largo Sound Village	Avenue A	2112	13200	
5	Key Largo	Palma Sola Sub	Second Street	634	4000	
5	Key Largo	Tavernier Bch Amd	Coconut Row	1320	8300	Rescheduled from FY 90-91
5	Key Largo	Tavernier Harbor	Jo-Jean Way	422	2700	Rescheduled from FY 90-91
* Subsubtotal *				27159	172100	
** Subtotal **				105667	1998771	
*** Total ***				214971	2925621	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 93-94	STATUS
** WORK TYPE BK					
* WORK BY MC					
2 Raccoon	Bike Path	Key Haven Rd	3500	31500	
2 Big Pine	Bike Path	Wilder Rd	3800	11400	US #1 to South St
5 Key Largo	Bike Path	US#1	73600	23100	Complete
* Subsubtotal *			80900	66000	
** Subtotal **			80900	66000	
** WORK TYPE BR					
* WORK BY CC					
5 Key Largo	Bridge #904990	Card Sound Rd	0	500000	Conc Rprs Compl. FY 90-91, Cntr Spn FY 91-92
* Subsubtotal *			0	500000	
* WORK BY MC					
3 Key West	Bridge #904025	Garrison Bight	0	10000	Rescheduled
4 Key Vaca	Bridge #904517	117th St	0	29500	
4 Duck Key	Bridge #904606	Seaview Dr	0	36500	
5 Key Largo	Bridge #904982	Tubby's Creek	0	131000	
* Subsubtotal *			0	207000	
** Subtotal **			0	707000	
** WORK TYPE DS					
* WORK BY MC					
2 Sugarloaf	Indian Mound Estates	Apache Street	280	2100	Rescheduled
2 Sugarloaf	Indian Mound Estates	Caribe Street	1319	9800	
2 Sugarloaf	Sugarloaf Townsite	Adams Road	1478	11000	
2 Cudjoe	Cud Ocean Shrs Sec 3	Valencia Lane	686	5100	
2 Cudjoe	Cudjoe Gardens	Sunny Lane	792	5900	
2 Ramrod	Ramrod Shrs Ad 1	Albatross Rd	686	5100	
2 Middle Torch	Mid Torch Key Ests	Cefrey Blvd	2000	14800	
2 Big Pine	Pine Hammock	Pine Drive	528	3900	
5 Plantation	Venetian Shores	Porto Salvo Dr	500	3700	
* Subsubtotal *			8269	61400	
** Subtotal **			8269	61400	

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 93-94	STATUS
** WORK TYPE PV						
* WORK BY CC						
2	Stock Island	Maloney	1st Avenue	2006	46100	Rescheduled from FY 91-92
2	Stock Island	Maloney	1st Street	528	12100	Rescheduled from FY 91-92
2	Stock Island	Maloney	3rd Avenue	2270	52200	Rescheduled from FY 91-92
2	Stock Island	Maloney	3rd Street	1637	37700	Rescheduled from FY 91-92
2	Stock Island	Maloney	4th Avenue	1003	23100	Rescheduled from FY 91-92
2	Stock Island	Maloney	4th Street	530	12100	Rescheduled from FY 91-92
2	Stock Island	Maloney	5th Street	4646	106900	Rescheduled from FY 91-92
2	Stock Island	Sunkrest	Sunkrest Rd	1056	24290	Rescheduled from FY 91-92
2	Boca Chica	Boca Chica Ocean Shr	C-941	11200	257600	
2	Cudjoe	Cudjoe Gardens	Colson Drive	1584	36400	Rescheduled from FY 92-93
2	Cudjoe	Cudjoe Gardens	Sawyer Drive	3696	85000	Rescheduled from FY 92-93
4	Crawl	Ecstasy Sec A	Banana Blvd	2112	48600	
4	Crawl	Ecstasy Sec A	Ocean Drive	686	15800	
4	LwrMatecumbe	Port Antigua 1	El Capitan Dr	1478	34000	
4	LwrMatecumbe	Port Antigua 2	W Plaza DelLago	1267	29100	
4	LwrMatecumbe	Port Antigua 3 & 4	W Plaza Del Sol	1531	35200	
4	LwrMatecumbe	Port Antigua 3 & 4	W Plaza Granada	1426	32800	
4	LwrMatecumbe	Port Antigua 5 & 6	Madeira Court	370	8500	
5	Key Largo	N/A	Card Sound Rd	20000	500000	Added to FY 92-97/Raising road to 5 feet
5	Key Largo	Key Largo Beach	Madeira Drive	211	4850	Added to FY 93-94
5	Key Largo	Key Largo Beach Ad	Beach Road	211	4850	Rescheduled from FY 91-92
5	Key Largo	Key Largo Beach Ad	Buttonwood Cir	528	12150	Rescheduled from FY 91-92
5	Key Largo	Key Largo Beach Ad	Coral Drive	2429	55870	Rescheduled from FY 91-92
5	Key Largo	Key Largo Beach Ad	Geiger Circle	317	7300	Rescheduled from FY 91-92
5	Key Largo	Key Largo Beach Ad	Mahogany Circle	475	10930	Rescheduled from FY 91-92
5	Key Largo	Key Largo Beach Ad	N Channel Drive	1200	27600	Rescheduled from FY 90-91
5	Key Largo	Key Largo Beach Ad	Oleander Circle	581	13360	Rescheduled from FY 91-92
5	Key Largo	Key Largo Beach Ad	Palm Drive	211	4850	Rescheduled from FY 91-92
5	Key Largo	Twin Lakes	Canal Street	1478	34000	
5	Key Largo	Twin Lakes	Colson Street	422	9700	
5	Key Largo	Twin Lakes	Ellen Drive	2218	51000	
5	Key Largo	Twin Lakes	George Street	581	13400	
5	Key Largo	Twin Lakes	Musa Drive	634	14600	
5	Key Largo	Twin Lakes	N Lake Drive	1267	29100	
5	Key Largo	Twin Lakes	Boyd Dr	1320	32000	
* Subsubtotal *				73109	1723050	
* WORK BY MC						
2	Raccoon	Key Haven Ad 2	Key Haven Road	5016	115400	
2	Sugarloaf	Indian Mound Estates	Aztec Street	810	5100	
2	Sugarloaf	Indian Mound Estates	Caloosa Street	1280	8000	
2	Sugarloaf	Indian Mound Estates	Indian Mound Dr	1177	7400	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 93-94	STATUS
2	Sugarloaf	Indian Mound Estates	Mayan Street	630	3900	
2	Sugarloaf	Indian Mound Estates	Navajo Street	466	2900	
2	Sugarloaf	Indian Mound Estates	Seminole Street	1280	8000	
2	Sugarloaf	Indian Mound Estates	Tequesta Street	1280	8000	
2	Little Torch	Mates Beach	Meyer Avenue	898	5600	
2	Big Pine	Eden Pines Ad 3	Buttonwood Dr	1214	7600	
2	Big Pine	Eden Pines Ad 3	Cypress Drive	634	4000	
2	Big Pine	Eden Pines Ad 3	Gardenia Lane	739	4600	
2	Big Pine	Eden Pines Ad 3	Lantana Lane	739	4600	
2	Big Pine	Eden Pines Ad 3	Pandorea Lane	739	4600	
4	Key Vaca	Crane Hammock	Westward Ho	1056	6600	
4	Key Vaca	Sea Crest Ad 1	69th Street	1320	8300	Rescheduled from FY 92-93
4	Key Vaca	Thompson-Adams Sub	47th Street	1109	6900	
4	Boot	Boot Key	Tingler Lane	2507	15700	Rescheduled from FY 92-93
4	Boot	Sombrero Angl Clb N	Anglers Club N	1690	10600	Rescheduled from FY 92-93
4	Boot	Waloriss	BulevarDePalmas	1848	13800	Rescheduled from FY 92-93
5	Plantation	Toners Nautical Shrs	Toner Lane	211	1300	
5	Key Largo	Monroe Park	Morris Avenue	1162	7300	
5	Key Largo	Rae's Cuda Canal Sub	Cuda Lane	1056	6600	
5	Key Largo	Seaside	Ocean View Blvd	739	4600	
* Subsubtotal *				29600	271400	
** Subtotal **				102709	1994450	
*** Total ***				191878	2828850	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 94-95	STATUS
** WORK TYPE BK						
* WORK BY MC						
2	Sugarloaf	Bike Path	US#1	2400	2400	So.Pt.Rd to Cross-over @ US1, Complete
4	Key Vaca	Bike Path	Coco Plum	5700	8100	US #1 to Curve
4	Boot	Bike Path	SR 931	18850	38000	US #1 to end
4	UprMatecumbe	Bike Path	C-905(OldBumpy)	15000	54000	From MM 80.5 to MM 83
5	Key Largo	Bike Path	US#1	73600	15000	Complete
* Subsubtotal *				115550	117500	
** Subtotal **				115550	117500	
** WORK TYPE BR						
* WORK BY MC						
5	Key Largo	Bridge #904984	Mosquito Creek	0	110200	
* Subsubtotal *				0	110200	
** Subtotal **				0	110200	
** WORK TYPE DS						
* WORK BY MC						
2	E Rockland	Rockland Hammock 2	"A" Street	475	3500	Rescheduled from FY 92-93
2	E Rockland	Rockland Village	2nd Street	1426	11000	Rescheduled from FY 92-93
2	Cudjoe	Cutthroat Harbor Est	Yard Arm Road	1848	14000	
2	Big Pine	Doctors Arm Ad 3	San Remo Dr	2640	13800	Added 93-94
5	Key Largo	Lazy Lagoon	Joan Drive	100	4000	
5	Key Largo	Ocean Acres	Oleander Street	1214	9000	
* Subsubtotal *				7703	55300	
** Subtotal **				7703	55300	
** WORK TYPE PV						
* WORK BY CC						
2	E Rockland	Rockland Hammock	Hammock Drive	2112	48600	Rescheduled from FY 92-93
2	E Rockland	Rockland Hammock	Park Drive	2904	66800	Rescheduled from FY 92-93
2	E Rockland	Rockland Hammock	Rockland Drive	1478	34000	
2	E Rockland	Rockland Hammock 2	Beach Drive	1426	32800	
2	E Rockland	Rockland Hammock 2	Palm Drive	875	20100	
2	Cudjoe	N/A	Blimp Road	10900	250700	Rescheduled from FY 93-94
2	Big Pine	N/A	04A LegB (KyDr)	7500	172500	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

MC=MONROE COUNTY, CC=CONTRACTOR
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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 94-95	STATUS
2	Big Pine	Hollerich	Hibiscus Avenue	2508	57700	Rescheduled from FY 92-93
2	Big Pine	Koehn's Sub	Big Pine Street	2270	52210	Rescheduled from FY 91-92
2	Big Pine	Koehn's Sub	Pine Avenue	4805	110520	
4	Grassy	Crains	Guava Avenue	2006	46100	Rescheduled from FY 92-93
4	Grassy	Crains	Howe Street	211	4900	Rescheduled from FY 92-93
4	Grassy	Crains	Norton Avenue	5491	126300	Rescheduled from FY 92-93
4	Grassy	Crains	Orange Avenue	2006	46100	Rescheduled from FY 92-93
4	UprMatecumbe	N/A	C-905(OldBumpy)	16600	381800	
4	UprMatecumbe	Strattons	Carroll Street	2640	60700	
4	UprMatecumbe	Strattons	Dogwood Lane	422	12600	Rescehduled to FY 94-95
5	Key Largo	N/A	Card Sound Rd	20000	500000	Added to FY 92-97/Raising road to 5 feet
5	Key Largo	Anglers Park	Barracuda Blvd	2218	51000	Rescheduled from FY 93-94
5	Key Largo	Anglers Park	Bonita Avenue	2006	46100	Rescheduled from FY 93-94
5	Key Largo	Anglers Park	Dolphin Avenue	1795	41300	Rescheduled from FY 93-94
5	Key Largo	Anglers Park	Oceana Drive	845	19450	Rescheduled from FY 93-94
5	Key Largo	Anglers Park	Pompano Drive	739	17000	Rescheduled from FY 93-94
5	Key Largo	Anglers Park	Turbot Street	422	9700	Rescheduled from FY 93-94
5	Key Largo	Key Largo City #5	Garden Cove Dr	2100	48300	Rescheduled to FY 94-95
5	Key Largo	Largo Sound Park	Bass Avenue	2165	49800	
5	Key Largo	Largo Sound Park	Bonefish Avenue	2112	48600	
5	Key Largo	Largo Sound Park	Kingfish Street	1003	23100	
5	Key Largo	Largo Sound Park	Marlin Avenue	2112	48600	
5	Key Largo	Largo Sound Park	Transylvania Av	2323	53400	
* Subsubtotal *				105994	2480780	
* WORK BY MC						
2	Cudjoe	Cud Ocean Shrs	Cudjoe Drive	1320	8300	
2	Cudjoe	Cuthrt Hrbr Est Ad 1	Hawkins Lane	475	3000	
2	Cudjoe	Cutthroat Harbor Est	Privateer Drive	1320	8250	
2	Big Pine	Pine Heights	Naples Road	2640	16500	
2	Big Pine	Pine Heights	Orlando Road	1109	6900	
2	Big Pine	Pine Heights	Palm Beach Road	2640	16500	
2	Big Pine	Pine Heights	Pensacola Road	1056	6600	
4	Key Vaca	Marathon Shrs Pt A	Bluefin Drive	898	5600	
4	Key Vaca	R & R Subdivision	22nd Street	686	4300	
4	Key Vaca	Sea Crest Heights	91st Street	652	4100	Rescheduled from FY 93-94
5	Key Largo	Gulfstream Shores	Gulfstream Dr	1320	8300	
5	Key Largo	Gulfstream Shores	Ocean Drive	2270	14200	
5	Key Largo	Gulfstream Shores	Oleander Avenue	845	5300	
5	Key Largo	Gulfstream Shores	Palm Drive	1267	7900	
5	Key Largo	Harbor Shores	Harbor Drive	1373	8600	
5	Key Largo	KL Ocean Shores Ad	Corinne Place	2218	13900	
5	Key Largo	KL Ocean Shores Ad	Ocean Front Dr	475	3000	
5	Key Largo	KL Ocean Shores Ad	Ocean Shores Dr	3115	19500	
5	Key Largo	KL Ocean Shores Ad	Ocean View Dr	422	2600	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 94-95	STATUS
5	Key Largo	KL Ocean Shores Ad	S Ocean Shrs Dr	2059	12900	
5	Key Largo	Largo Gardens	Judy Place	1267	7900	
5	Key Largo	Largo Gardens	Rose Place	634	4000	
5	Key Largo	Largo Gardens	Sharon Place	634	4000	
5	Key Largo	Largo Sound Park	Blue Runner St.	1170	14500	Added to FY 94-95
5	Key Largo	Ocean Isles Ests	Abaco Road	1109	7000	
5	Key Largo	Ocean Isles Ests	Cayman Lane	686	4300	
5	Key Largo	Ocean Isles Ests	Exuma Road	1267	7900	
5	Key Largo	Ocean Isles Ests	N End Road	898	5600	
* Subsubtotal *				35825	231450	
** Subtotal **				141819	2712230	
*** Total ***				265072	2995230	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

MC=MONROE COUNTY, CC=CONTRACTOR
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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 95-96	STATUS
** WORK TYPE BK						
* WORK BY MC						
2	Cudjoe	Bike Path	US#1	3960	23760	Added to FY 95-96/Drost Dr to Sawyer Dr
5	Key Largo	Bike Path	US#1	73600	15000	Complete
* Subsubtotal *					38760	
** Subtotal **					38760	
** WORK TYPE BR						
* WORK BY CC						
2	No Name Key	Bridge #904320	S.R. 4A	0	750000	Rescheduled from FY 94-95
* Subsubtotal *					750000	
* WORK BY MC						
5	Key Largo	Bridge #904986	Saunder's Creek	0	123800	
* Subsubtotal *					123800	
** Subtotal **					873800	
** WORK TYPE DS						
* WORK BY MC						
2	Ramrod	Ramrod Shrs Ad 1	Shannahan Road	2798	21000	
2	Ramrod	Ramrod Shrs Ad 2	Lesronde Drive	2059	15000	
2	Ramrod	Ramrod Shrs Ad 3	Brown Drive	1003	7400	
2	Big Pine	Kinercha	Fifth Avenue	2218	16400	
5	Key Largo	Palma Sola Sub	Palmetto Avenue	1531	11300	
5	Key Largo	Palma Sola Sub	Thrinax Avenue	950	7000	
* Subsubtotal *					78100	
** Subtotal **					78100	
** WORK TYPE PV						
* WORK BY CC						
2	Little Torch	Mates Beach Plat 3	Powell Avenue	1742	40100	
2	Big Pine	Sands	3rd Street	2376	54600	
2	Big Pine	Sands	Avenue A	3010	69200	
2	Big Pine	Sands	Avenue B	2746	63200	
2	Big Pine	Sands	Avenue H	3802	87400	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

MC=MONROE COUNTY, CC=CONTRACTOR
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DIST	KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 95-96	STATUS
2	Big Pine	Sands	Avenue I	3590	82600	
2	Big Pine	Sands	Avenue J	2150	49500	
5	Plantation	N/A	C-905(Old CoRd)	23323	536500	
5	Plantation	Indian Harbor	Indian Mound Tr	3484	80200	
5	Plantation	Indian Harbor	Iroquois Street	1109	25500	
5	Plantation	Indian Harbor	Seminole Blvd	2059	47400	
5	Plantation	Sunshine Est Sec 2	Plantation Av	2108	48500	
5	Key Largo	N/A	Card Sound Rd	20000	500000	Added to FY 92-97/Raising road to 5 feet
* Subsubtotal *					1684700	
* WORK BY MC						
2	Ramrod	Silver Shrs Ests	Bachmann Road	1531	11000	Rescehduled
2	Ramrod	Silver Shrs Ests	Johnson Street	1690	10600	Rescheduled
2	Big Pine	Pine Heights	Higgs Lane	264	1700	
2	Big Pine	Pine Heights	Tampa Road	2640	16500	
2	Big Pine	Whispering Pines	Anthony Street	528	3300	
2	Big Pine	Whispering Pines	Gordon Drive	1600	10000	
2	Big Pine	Whispering Pines	Sands Road	900	5600	
2	Big Pine	Whispering Pines	Winifred St	528	3300	
2	No Name	Bahia Shores	Bahia Shores Rd	1573	9800	
2	No Name	Dolphin Harbor	No Name Drive	1531	9600	Rescheduled from FY 94-95
4	Key Vaca	Hall's Sub	17th Court	581	3600	
4	Key Vaca	Paraiso Estates	Palmer Avenue	810	5100	
4	Duck	Duck Key Resub S2P1	Antigua Street	950	5900	
5	Plantation	Coral Shores	Coral Road	1267	7900	
5	Plantation	Coral Shores	Lane Unnamed	158	1000	
5	Key Largo	Blue Water Tlr Sec 1	Sable Palm	317	2000	
5	Key Largo	Gulfstream Shores	Hibiscus Avenue	634	4000	Rescheduled from FY 88-89
5	Key Largo	Key Largo Park Amd	Coconut Drive	1373	8600	Rescheduled from FY 90-91
5	Key Largo	Key Largo Park Amd	Gulf Drive	475	3000	
5	Key Largo	Key Largo Park Amd	Hibiscus Drive	475	3000	Rescheduled from FY 90-91
5	Key Largo	Key Largo Park Amd	Lake View Drive	792	5000	
5	Key Largo	Key Largo Park Amd	Lakeshore Drive	1901	11900	
5	Key Largo	Key Largo Park Amd	Madeira Drive	475	3000	
5	Key Largo	Key Largo Park Amd	Miami Drive	528	3300	Rescheduled from FY 90-91
5	Key Largo	Key Largo Park Amd	Orange Drive	1214	7600	
5	Key Largo	Key Largo Park Amd	Park Drive	581	3600	
5	Key Largo	Key Largo Park Amd	Poinciana Drive	1003	6300	
5	Key Largo	Key Largo Park Amd	Rock Harbor Dr	1742	10900	
5	Key Largo	Key Largo Park Amd	Silver Spgs Dr	1584	9900	Rescheduled from FY 90-91
5	Key Largo	Key Largo Park Amd	Sunset Blvd	1373	8600	
5	Key Largo	Tavernier Ocean Shrs	OrangeBlossomRd	1267	7900	
5	Key Largo	Winston Waterways #2	2nd Lane	634	4000	
5	Key Largo	Winston Waterways #2	La Paloma Road	2852	17800	

SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

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DIST KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 95-96	STATUS
* Subsubtotal *					
** Subtotal **				225300	
*** Total ***				1910000	
				2900660	

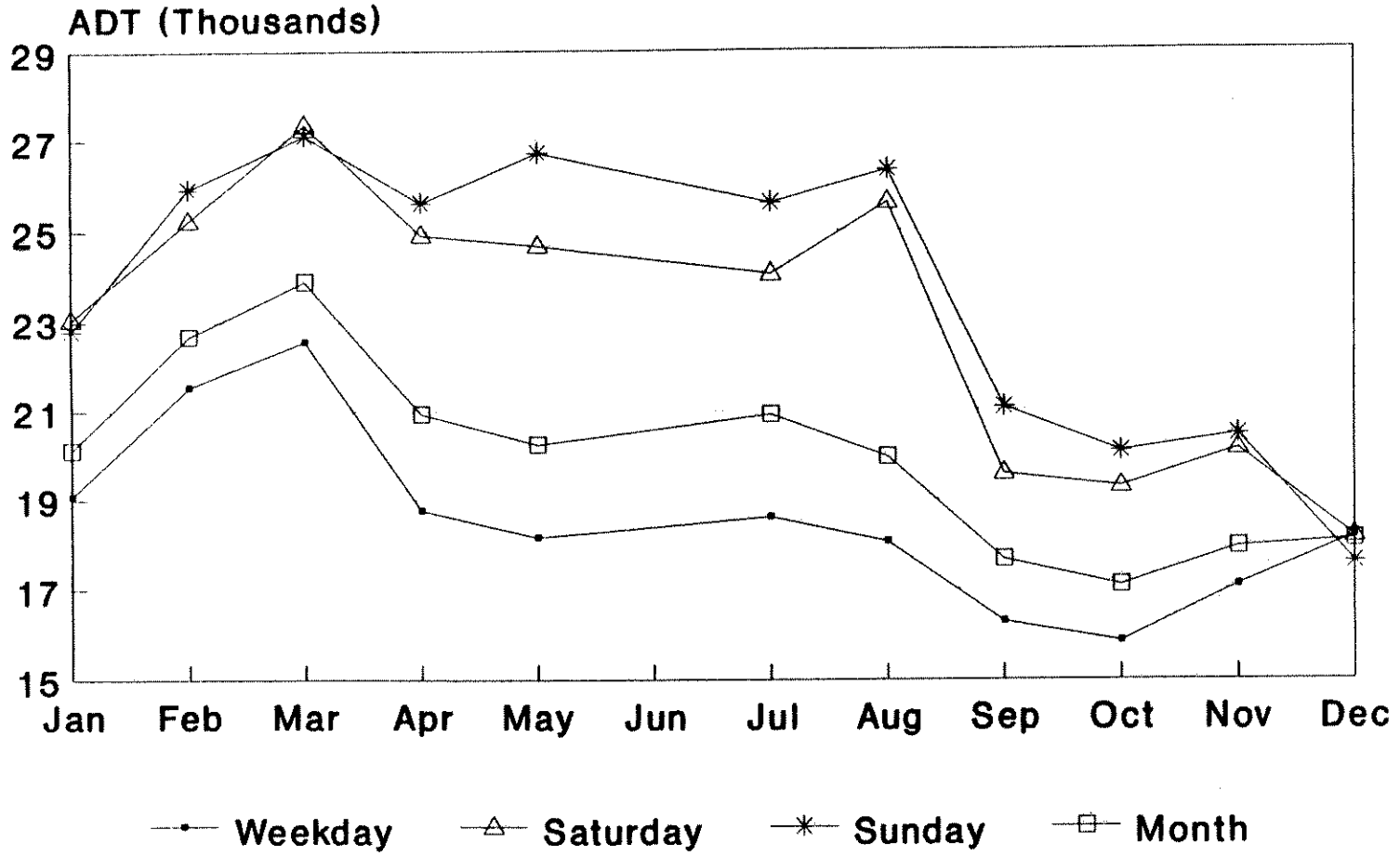
SEVEN YEAR ROADWAY/BICYCLE PATH PLAN

MC=MONROE COUNTY, CC=CONTRACTOR
DS=DBL SURF, PV=PAVING, BK=BIKE PATH PAVING, BR=BRIDGE WORK

DIST KEY	SUBDIVISION	ROAD	LENGTH (FT)	$ FY 96-97	STATUS
** WORK TYPE BK					
* WORK BY MC					
5 Key Largo	Bike Path	US#1	73600	15000	Complete
* Subsubtotal *				15000	
** Subtotal **				15000	
** WORK TYPE BR					
* WORK BY MC					
2 Sugarloaf	Bridge #904160	C.R. 939	0	80500	Rescheduled
5 Key Largo	Bridge #904920	La Paloma Rd	0	80500	Rescheduled to FY 96-97
* Subsubtotal *				161000	
** Subtotal **				161000	
** WORK TYPE PV					
* WORK BY CC					
2 Big Pine	N/A	Long Beach Road	12672	291500	
4 Key Vaca	Sombrero Properties	Sombrero Bch Rd	18850	433600	
5 Key Largo	N/A	Card Sound Rd	24062	250000	Added to FY 89-90/Completed
5 Key Largo	N/A	Card Sound Rd	20000	500000	Added to FY 92-97/Raising road to 5 feet
* Subsubtotal *				1475100	
** Subtotal **				1475100	
*** Total ***				1651100	

Figure 4.5

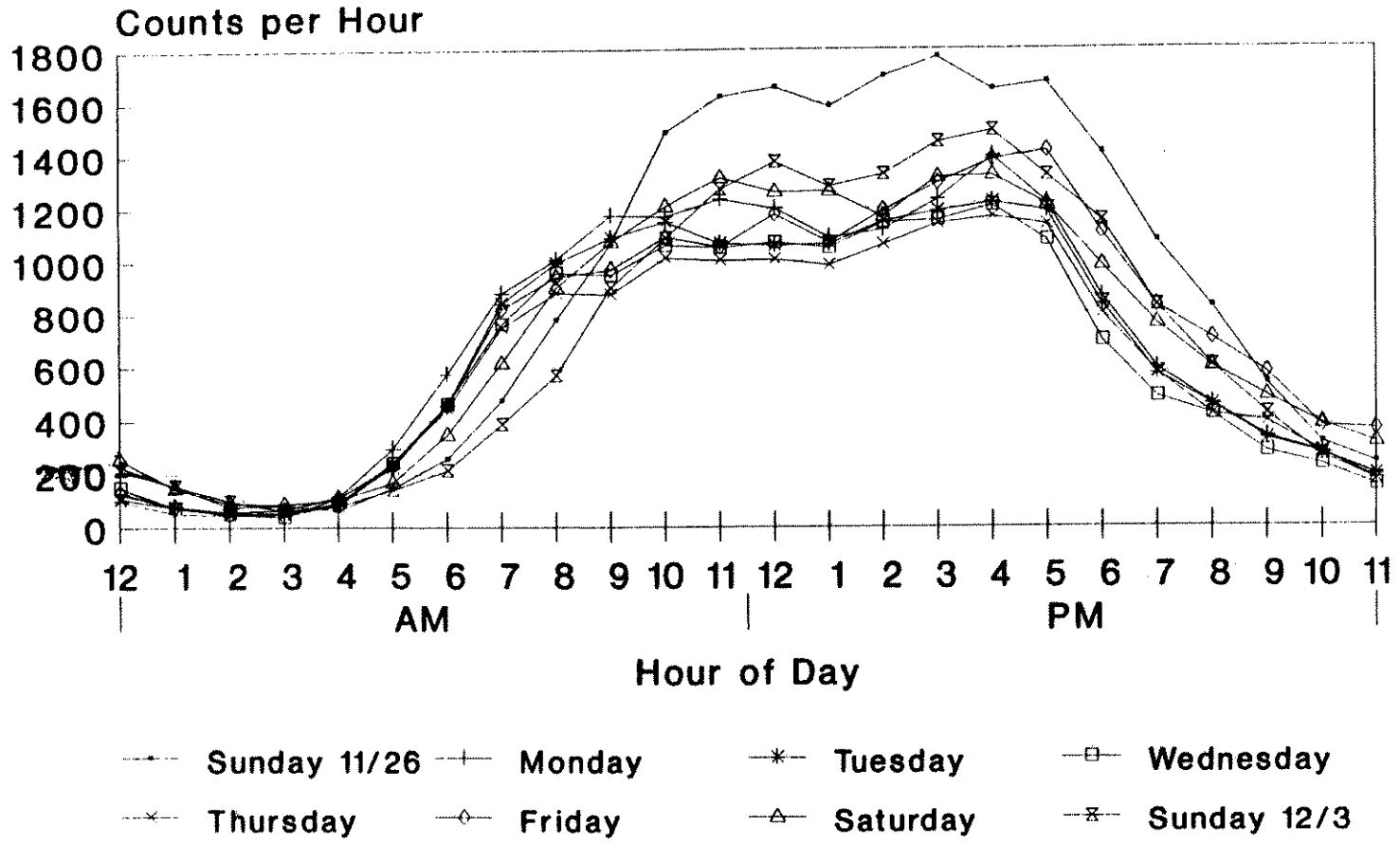
US-1 AVERAGE COUNTS BY MONTH
KEY LARGO, MM 106



Source: FDOT Station #164, 1989.

Figure 4.6

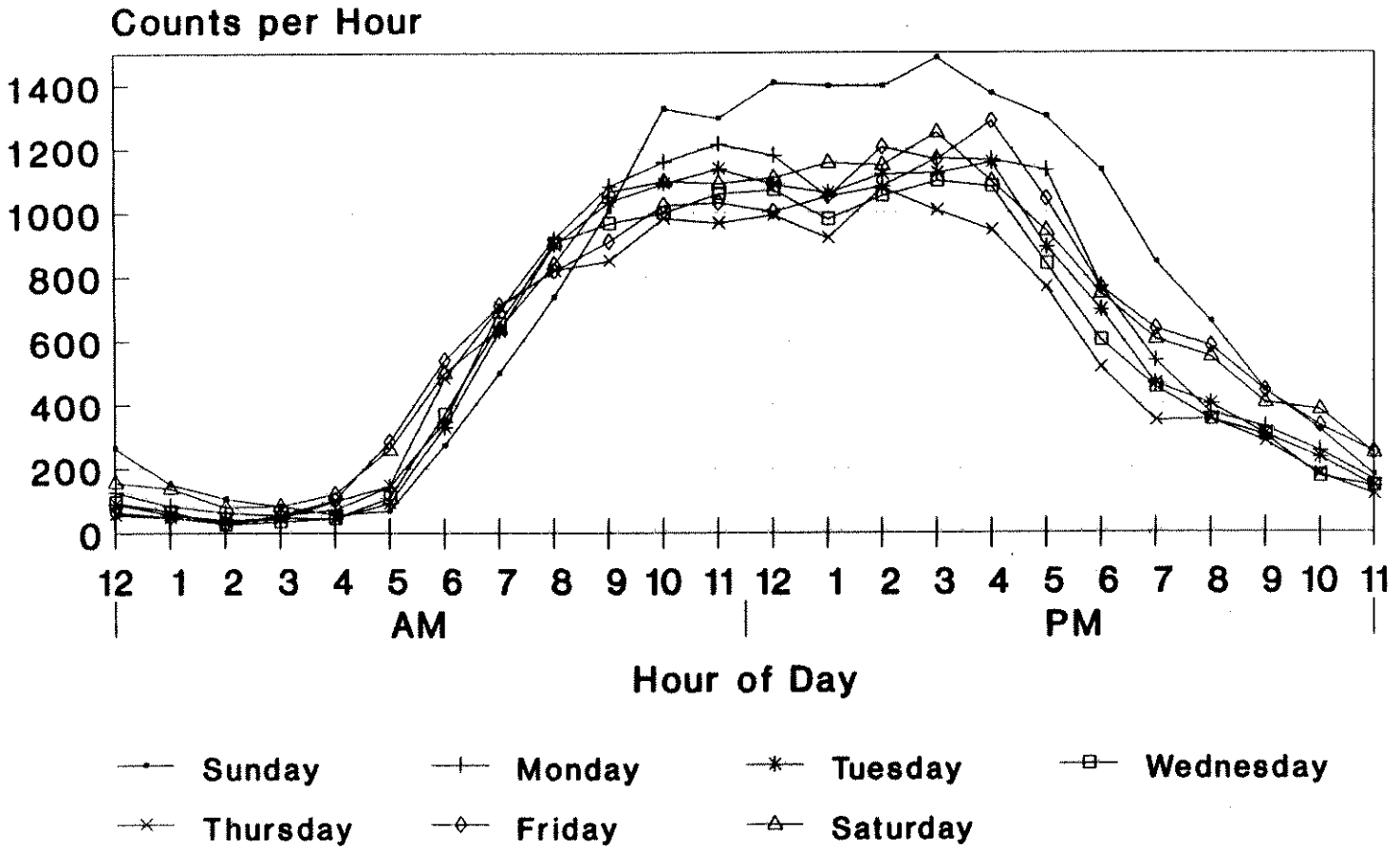
US-1 HOURLY TRAFFIC VOLUMES - MM 106
KEY LARGO, 11/26/89 - 12/3/89



Source: FDOT.

Figure 4.7

US-1 HOURLY TRAFFIC VOLUMES - MM 86
PLANTATION KEY, 11/26/89 - 12/2/89

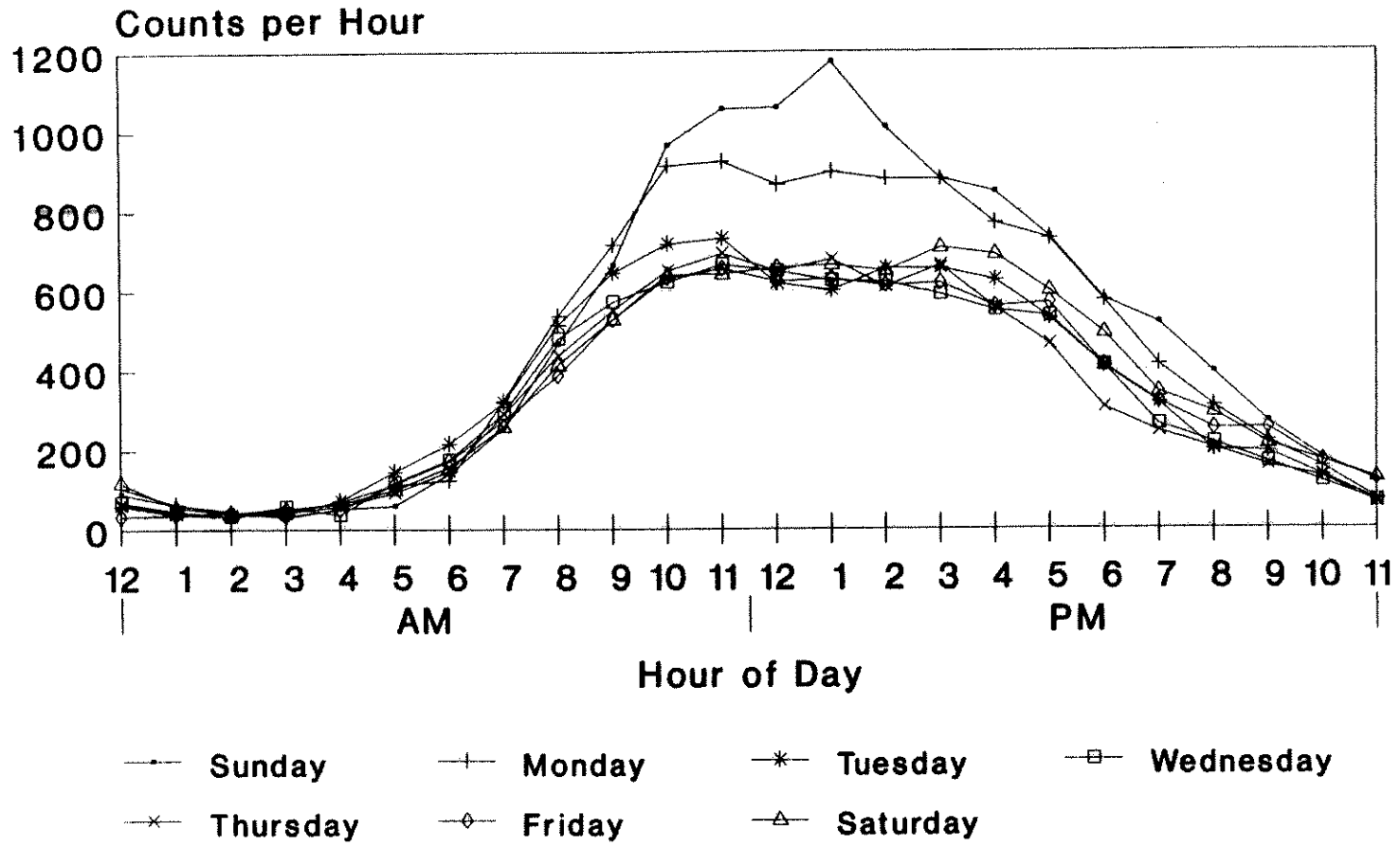


Source: PBSJ, Inc.

Figure 4.8

US-1 HOURLY TRAFFIC VOLUMES - MM 75

LOWER MATECUMBE, 11/26/89 - 12/2/89

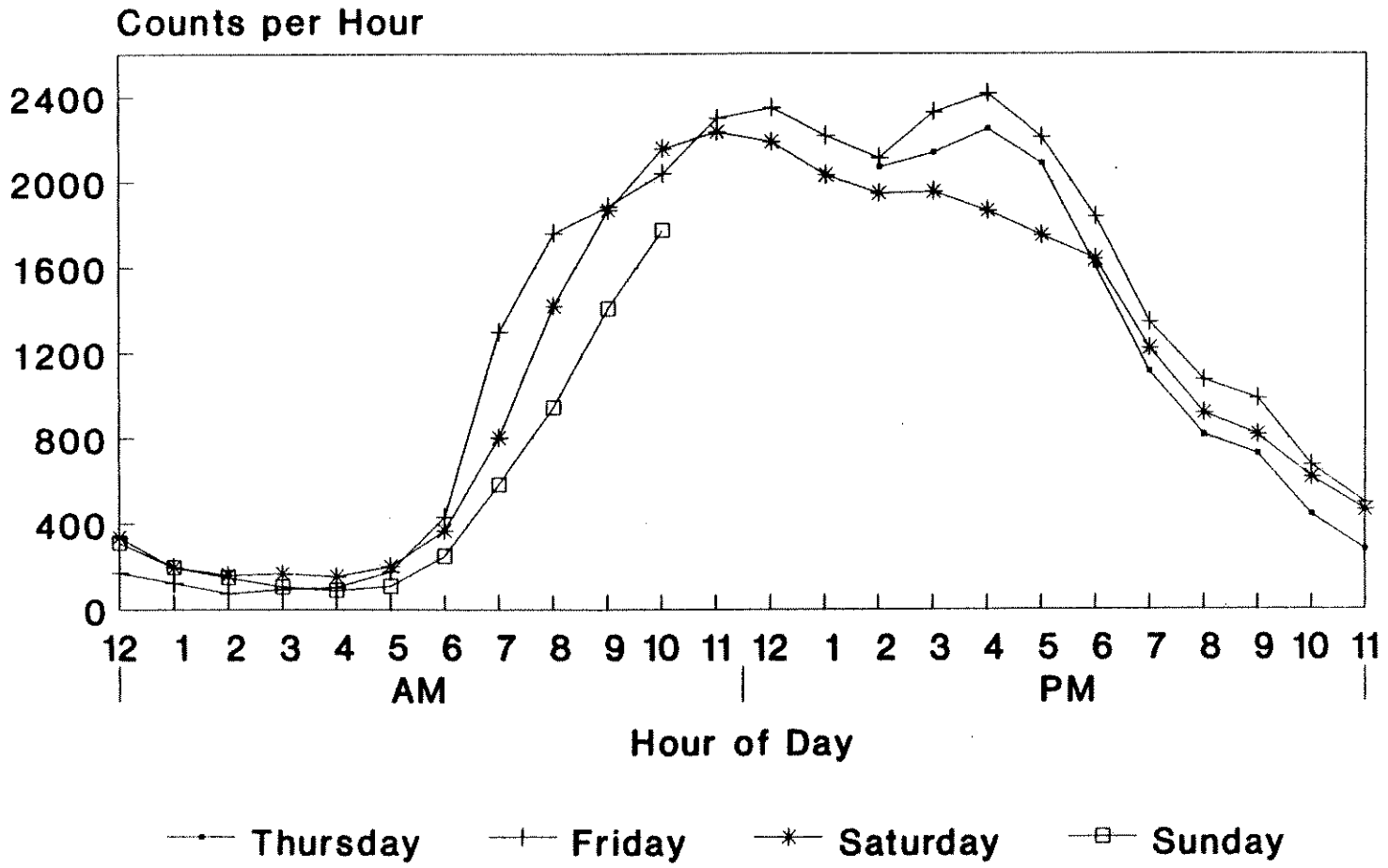


Source: PBSJ, Inc.

Figure 4.9

US-1 HOURLY TRAFFIC VOLUMES - MM 50

MARATHON, 1/18/90 - 1/21/90

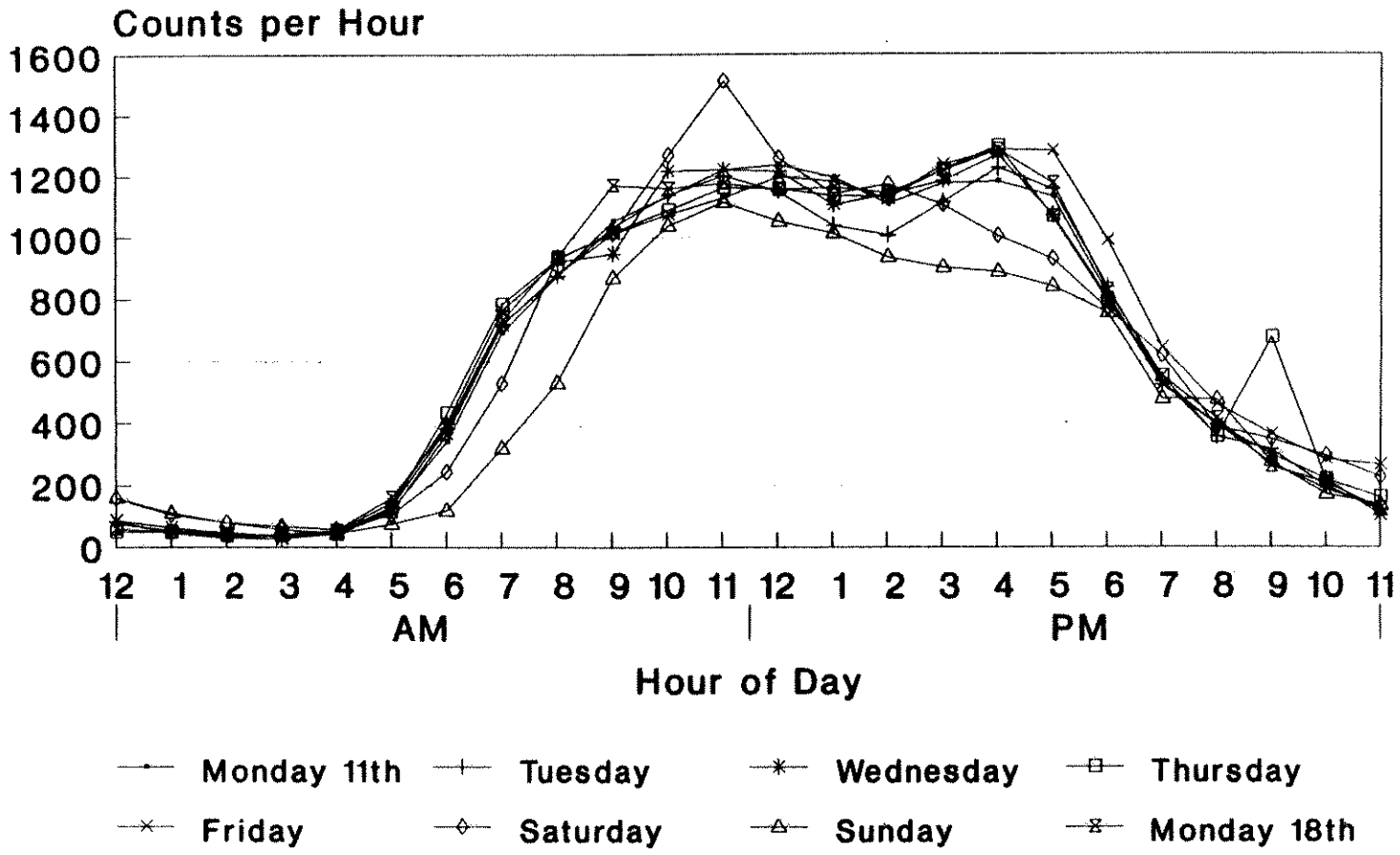


Source: TAP, Inc.

Figure 4.10

US-1 HOURLY TRAFFIC VOLUMES - MM 30

BIG PINE KEY, 12/11/89 - 12/18/89

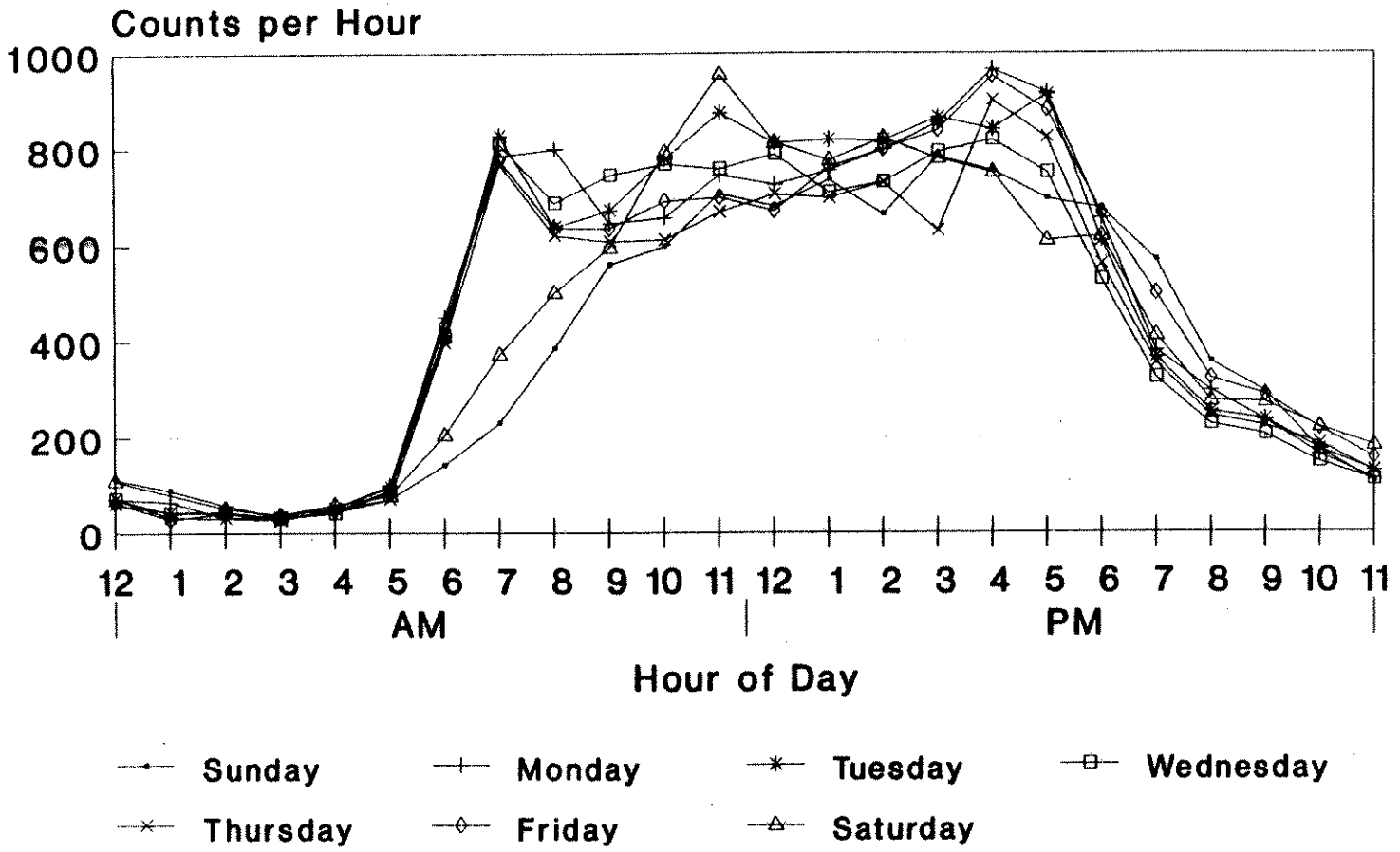


Source: PBSJ, Inc.

Figure 4.11

US-1 HOURLY TRAFFIC VOLUMES - MM 19

SUGARLOAF KEY, 11/26/89 - 12/2/89

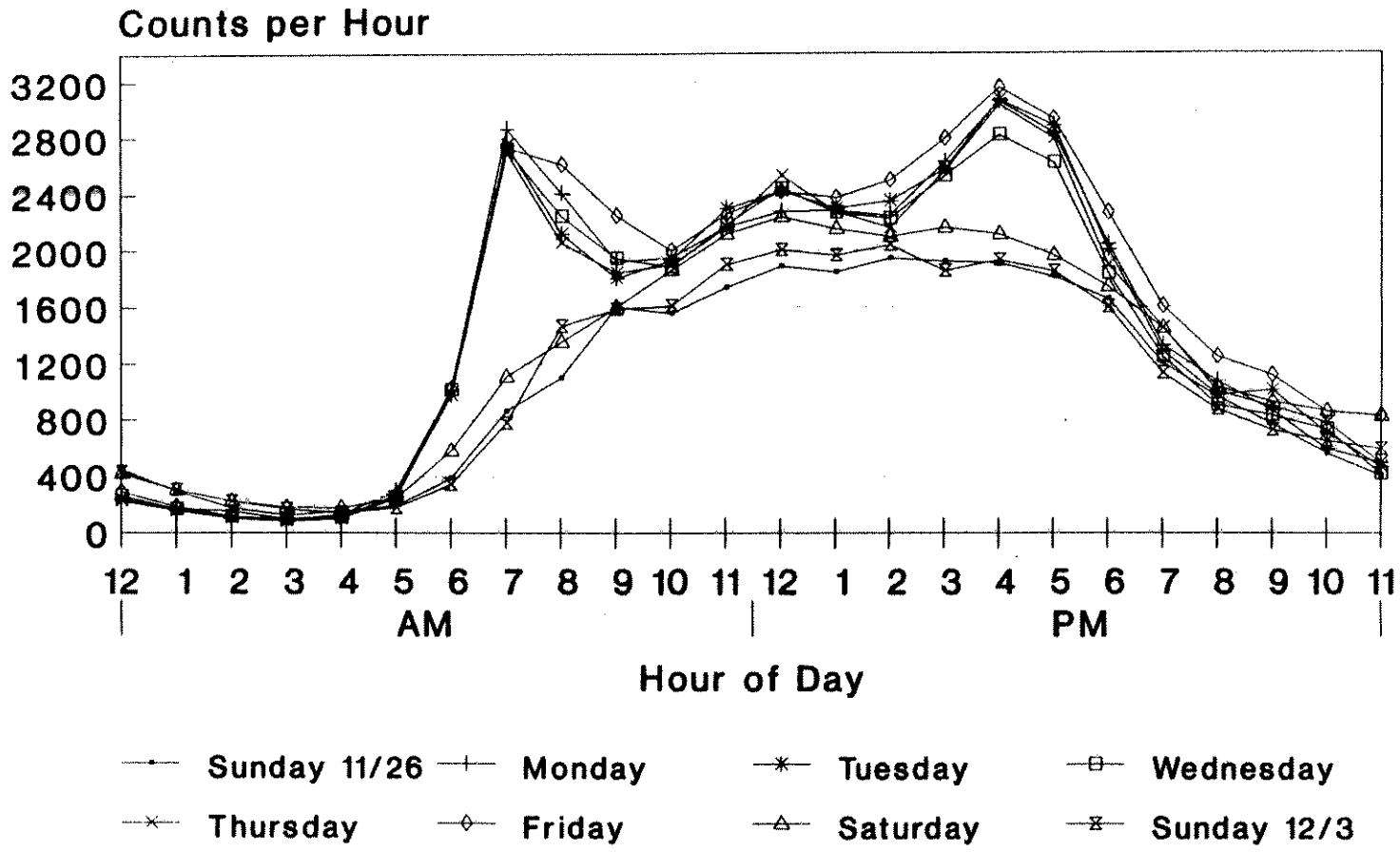


Source: PBSJ, Inc.

Figure 4.12

US-1 HOURLY TRAFFIC VOLUMES - MM 4

STOCK ISLAND, 11/26/89 - 12/3/89

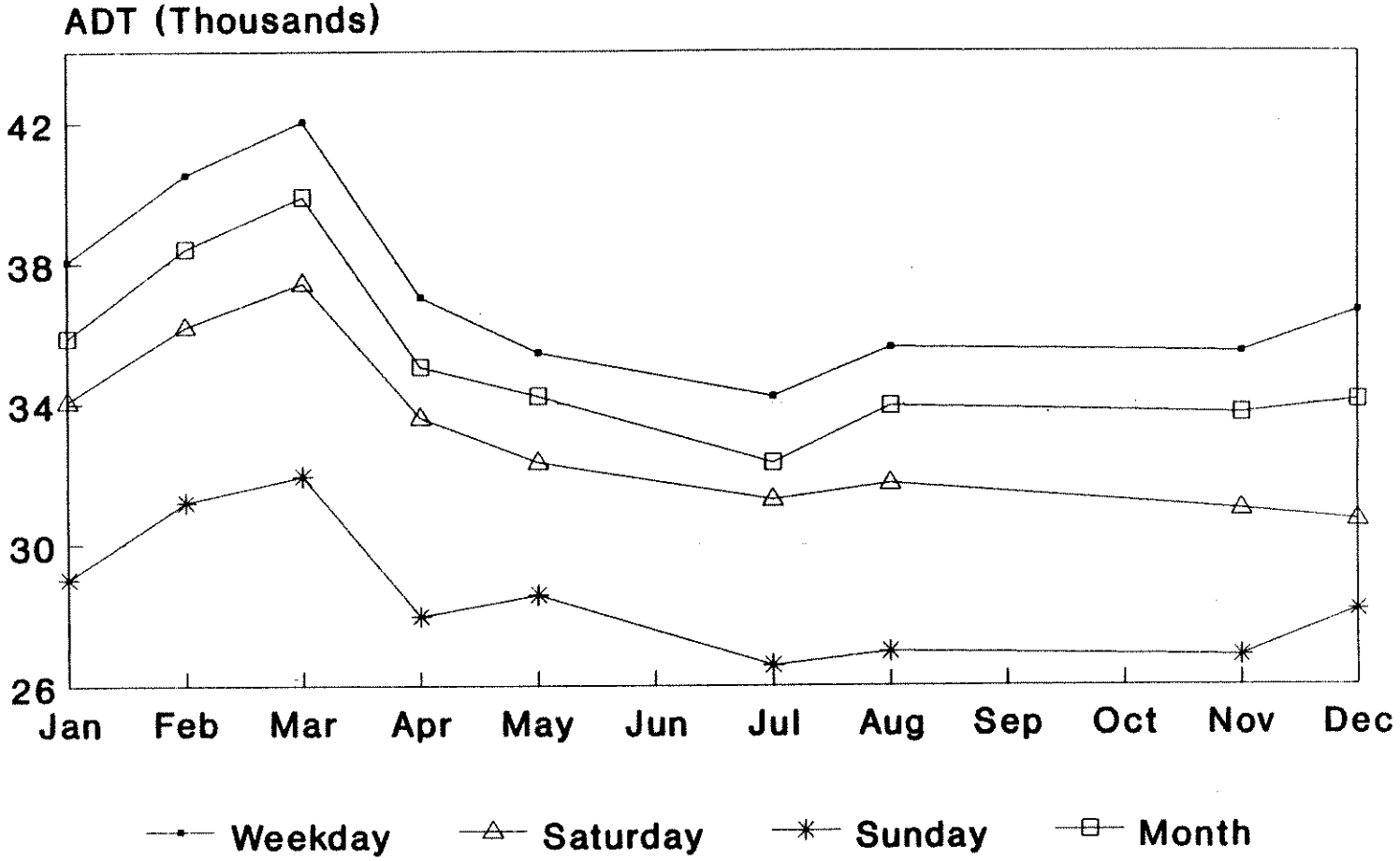


Source: FDOT Station #165.

Figure 4.13

US-1 AVERAGE COUNTS BY MONTH

STOCK ISLAND, MM 4



Source: FDOT Station #165, 1989.